The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 487.—Vol. XIV.] LONDON: SATURDAY, DECEMBER 21, 1844. [Price 6d.

MINERALS FOR SALE.—BLACK-BAND IRONSTONE and COAL, suitable for SMELTING the IRONSTONE, in blast-furnaces, adjoining on the ESTATE of COMRIE, in the parish of Colinton, on the Forth, within twenty-two miles of Edinburgh.

"From my investigations, I am satisfied that the Comrie Black-band Ironstone is equal to any I have seen in amount of products, from any given cubical measurement; and that from the facilities it affords for working it, that it can be raised at cheaper, if not cheaper, than any in Scotland."—*Report of Mining Engineer.*

The Tyne Iron Company's works are in operation (having a short lease) on part of the property.—All offers to be lodged with the proprietor, in London, by the 15th of January, 1845.

For the inspection of plans, deeds, and for further particulars, apply to Andrew Clarke, Esq., of Comrie, 3, Southampton-street, Fitzroy square, London. 1

TO CAPITALISTS DESIRING PROFITABLE AND SAFE INVESTMENTS.—TO BE LET, on long leases and advantageous terms, SEVERAL COAL-FIELDS, of the best quality, both BITUMINOUS and ANTHRACITE, with veins of LIMESTONE, IRON MINE, FIRE CLAY, QUARRIES of STONE, MARBLE, and LIMESTONE, &c.; ELIGIBLE SITUATIONS for establishing MANUFACTORIES of any kind, in many cases with the advantage of water-power, and other strong facilities; a large and newly-erected BUILDING, with a STEAM-ENGINE and other MACHINERY, capable of being converted to any use as a manufactory, adjoining a railway, within two miles of a floating dock; a most extensive BITUMINOUS COLLIERY and COAL-FIELD, now working for town per diem, and capable of producing twice the quantity, and situated midway between two shipping harbours, each within the distance of two miles.

All the foregoing coal fields and situations have easy communication by railway and canal with the excellent and improving shipping harbours of Llanelly and Pembrey, Carmarthenshire, and are well worth the attention of persons desirous of safe investment of capital. Long leases will be granted, and every facility and accommodation afforded.

For further particulars apply to F. L. Brown, solicitor, Llanelly, Carmarthenshire; or to John Williams, solicitor, 1, Verulam-buildings, Gray's Inn, London. 2

TO BE LET, ON LEASE, NINE THOUSAND ACRES OF COAL.—The Chesterfield Canal and proposed Sheffield and Lincoln Railway run through the estate.—Applications may be made to Mr. John Woodhouse, colliery viewer, Orgreave, Ashby-de-la-Zouch. 3

CARBONATE OF BARYTES, or WITHERITE.—A regular SUPPLY of this ARTICLE, to the extent of between TWO HUNDRED and THREE HUNDRED TONS PER ANNUM, IS REQUIRED.—Address, stating lowest cash price, delivered in the steam of the Thames, to "A. G.," care of Mr. Reeves, bookseller, Greenwich, near London. 4

IRON ORE.—FOR SALE, IRON ORE, of the RICHEST and PUREST QUALITY, fit for the manufacture of iron to be converted into steel.—Apply to "R. C.," care of Messrs. W. Dawson and Son, 74, Cannon street, City. 5

IRON-WORKS.—WANTED, a PERSON who is thoroughly ACQUAINTED with the MANUFACTURE OF IRON; he must be competent to undertake the DIRECTION of a FORGE and MILL, and to the MAKING of BARS, HOOP, PLATES, RAILS, &c.—Apply (post-paid), with certificates as to character and approvals, to "A. B.," care of H. English, Mining Record Office, Mr. Shorter's court, Throgmorton-street, London. 6

TO IRON AND COAL MASTERS.—A MIDDLE AGED MAN, in every way competent as a MINERAL AGENT and SURVEYOR, wishes to be ENGAGED in that capacity.—Letters addressed to "F. H.," Post-office, Swansea. 7

LLANFAIR CLYDOGE MINE, CARDIGANSHIRE.—Any PERSONS having CLAIMS for GOODS SUPPLIED for the use of this MINE, are requested to send the amount, and full particulars of the same, to Geo. Prosser, Esq., Aberystwith, on or before the 6th January, 1845.

Last Notice is hereby given, that Captain MATTHEW FRANCIS and Captain GEORGE FRANCIS are NO LONGER EMPLOYED at the above MINE, and that all communications relative to the general business of the mine must be addressed to Captain John Paull, the present resident agent of the mine. 8

MINING OFFICES, St. MICHAEL'S-ALLEY, CORNHILL, LONDON.—Messrs. WATSON and CURLE have received instructions to effect SALES and PURCHASES in most of the principal MINES in CORNWALL; and parties having shares for sale, are requested to address as above.—Statements of the different mines regularly filed, and may be seen on application. 9

CWMORTHIN SLATE COMPANY.

Capital £100,000, in 10,000 shares of £10 each.

Deposit £1 10s. per share.

PROVISIONAL COMMITTEE.

Prof. Sedgwick, Esq., Manchester	W. S. Chorley, Esq., Tyrendarr
J. C. Edge, Esq., ditto	Joseph Adshead, Esq., Manchester.

With power to add to their numbers.

BANKERS—London and Westminster Bank.

SOLICITORS—Messrs. Roy, Hurst, and Co., Lothbury.

SURVEYOR—Thomas A. Cornell, Esq. 10

This company is formed for working the Cwmorthin Quarry, situate thirteen miles from Portmadoc, consists five acres from Carnarvon, containing the same veins of slate as those of the most celebrated slate quarries in Merionethshire, and capable of being worked on one of the most extensive in that county.

The Quarry has been fully proved, and worked to some extent—the nature of the ground has been sufficiently tested, and found to be of a superior quality; it therefore may remain in such state sufficient to render the productive competencies to any purchaser, of which there cannot fail to be highly remunerative.

The present work to find under a forty years' lease, and arrangements have been made whereby the quarry will be brought upon most advantageous terms, on the whole character for the minimum rent for working expenses, and the quarry in all which the question might be worked without charge of royalty or any compulsion in addition to the rent value, this patent enables about the term of years, in addition to the rent value, this patent enables about the term of years, in addition to the rent value, this patent enables about the term of years,

A Treatise upon the Law, Privileges, Proceedings, and Usage of Parliament. By Thomas Erskine May, *Esq., Barrister at Law, Assistant Librarian of the House of Commons.* London: Clowes, Charing Cross, Knight and Co.

We have great pleasure in directing the attention of our readers to one of the ablest works that we have for a long time perused. Mr. May's peculiar position, as assistant librarian of the House of Commons, having afforded him the most enlarged opportunities of acquiring practical Parliamentary knowledge, he has wrought his accumulated attainments into a treatise of the highest excellence and value; combining the ideas logically and perfect precision of a skilled lawyer with that better comprehensive faculty which in every mind is necessary with those bright flashes of elevated intellectual thought. Mr. May has given us a book worthy of all commendation; clear in conception, orderly in arrangement, intelligible yet not diffuse in details, and, above all, accurate in tracing those details to their parent principles; Mr. May's treatise ought to be in the hands of all persons desirous of rightly understanding the power and glory of that mighty and mysterious machine, the British Legislature. The refreshing results of English history will meet fresh materials for meditation in many of Mr. May's incidental remarks; and the constitutional questions of the day, the journal, the agent—in short, every class whose duties and interests draw them into contact with Parliament, in the infinite diversity of functions, will perceive the prominence of a standard work, which, by a studious fidelity, confines its important subject at once intellectual and familiar.

In these days of strange political speculation, it is wholesome to have the public mind recalled to the true purport of Parliamentary power and interference. The open sin or secret deed of inscrutable tendencies is, to subvert the stable fountain-head upon which British laws and liberties really rest, and to prepare the way for endless anarchy; at one time, the Crown is assailed under the pretext of restoring some dormant energy to Parliament; at another time, the Executive is denounced for yielding up the prerogative to the prevailing rage for legislation; but, in despite of every form of hostility, the fastness of British freedom is still capable of resisting all its enemies, for the principle of sovereignty is as yet undivided. England is not ruled by a constituted monarchy, but by a monarchical constitution. We have an august aristocracy, which, for centuries have been necessary counsellors to the Crown, and a splendid hereditary order of legislators, which, for centuries have been necessary checks upon the democracy; while, for centuries have been necessary expedients for the preservation of the balance of the constitution, the Crown, the Lords, and the Commons, springing from the people, and yet deriving its dignity from its legislative association with the monarch and the peerage. This is a wonderful instance of agreement in the estates of a great nation, and it has been effected by the gradual growth of national wisdom and intelligence, and by successive endeavours, proceeding from petitions, grievances and sometimes constitutional struggles. Of the British Parliament, composed of the pre-eminent and prevailing majesty of the Crown, the solid strength and lustre of the House of Lords, and the power and vitality of the House of Commons, we may affirm, with the poet—

"No one the lonely product of a day,
But the well ripen'd fruit of slow delay."

The British Parliament is not an institution; it is the vast reservoir of the experience of ages in guarding rights, in securing interests, in supporting the Sovereign's authority, whilst shielding the subject from ignorant rule—in deterring the least oppressive inflictions of severance—in upholding the respective relations of the several classes of the community, so as to conserve the unity of the body politic—in maintaining a supreme equitable jurisdiction, which keeps every other court in salutary check; these important functions are followed by Parliament as the great inquest of the nation, with an efficiency which is truly admirable. As is especially remarked by Mr. May (page 29), "Unlike the Legislatures of many other countries, it is bound by no fundamental charter of constitution, but has found the sole constitutional right of establishing and altering the laws and government of the empire." Following up this great truth, Mr. May's book is an accurate, illustrative exposition of the Parliament in its collective capacity, as the fountain of legislation; and then as a lucid analysis he examines with extraordinary care the rights and powers of its constituent parts. The whole process of legislation, with reference to public and private bills, is described with the most instructive fidelity and merciful minuteness; every step in the way of access to the Royal ear, from the issue of a petition to the matured Act of Parliament, is carefully noted with a truthful pleasure of exposition, and yet attractive simplicity of style, which are calculated to engage the attention of every class of readers.

Mr. May is evidently sincere and earnest in keeping in the light of historical research upon many points of Parliament, which to less instructed minds might seem mere sapless forms of an obsolete age, but when more closely investigated are found to be full of good sense, dictated by some strongly pressed necessity, and tuned after a principle in active harmony with the whole framework of our constituted constitution. The proceedings of Parliament are more than authorised; they are in the highest degree reasonable and proper—and, although requiring discretion, they are in truth national safeguards against crude and reckless legislation. In the inquiries, Parliament (when guided by its august precedents) proceeds upon the presumption, that our national institutions are good in themselves, and therefore deserving of conservation. The two memorable exceptions to this sound rule are, the enormous follies and crimes of the Puritan Parliament, and the mania of Reform in the year 1830—and perhaps the latter ones are the worst. To reform an institution is impossible. If a bad institution has been smuggled into a State, it should be abolished as a nuisance; but if an institution be essentially good, but have an right to commend it, on the specious plea of Reform, because evil men have abused it by corrupt administration. This was precisely the wrong course pursued by the protected majority of the British nation in 1830; they professed to reform, and impaired or overturned good institutions, and, in so doing, they repudiated the principles and practice of Parliament itself during seven centuries. The royal prerogative was also reserved by remedying our ancient constitution. The several corporations were reformers of the Crown, and their charters were links to facilitate in cases of proved delinquency; through the subjects' endeavours of Government, abuses were reduced to exemplary, royal intervention was not strategically applied, and this wholesome of all combined in Reform, whereby all corporate rights were made to flow from acts of the Legislature, instead of emanating from the gracious concession of the Crown. But, such is the subtlety of our constitution, that even the struggles of Reform could not top or storm the strongholds of Parliament, the struggles of Reform could not top or storm the strongholds of Parliament, in its integral union of Crown, Lords, and Commons; and it is this Parliament, in the abiding strength and abounding usefulness, that Mr. May so eloquent, in the abiding strength and abounding usefulness, that Mr. May so declares in detail, with freedom and fidelity—and well not simply can he performed his task.

The present before us is divided into three books, containing—1. Constitution, Powers, and Privileges; 2. Practice and Proceedings in Parliament; 3. The Manner of Passing Private Bills. On each of these topics Mr. May discusses with singular ability and accuracy; and we will endeavour to convey some conception of the characteristic power and correctness with which he handles his numerous subjects.

1. In elucidating the present constitution of Parliament, Mr. May aims "to examine its various operations under existing laws and customs. For this purpose, the history of the past will often be adverted to; but more for the explanation of modern usage, than on account of the interest of the inquiry itself. Apart from the theoretical functions of Parliament, the general constitution of the British Government is not within the design of this treatise; and, however great the temptations may be to digress upon topics which are suggested by the proceedings of Parliament, such digressions will rarely be considered. Within these bounds, to confine a work of the constitutional position of Parliament, and incidentally embraces its most material history and constitutional relations, will properly introduce the consideration of the various questions and proceedings of the Legislature."

Carrying out these preliminary views, Mr. May enumerates carefully, yet briefly, the practical working of the fourfold prerogative of the Crown, and then proceeds to examine the constituent parts of the Legislature. One consideration distinctly shows the true dignity of the English monarchy:—"The legal convocation of Parliaments results from the exercise of royal prerogative" (page 9.) The Queen is the most constituent to call the Houses of Lords and the Commons to Her Parliament, but this is not the case. The committee and dissolution charge of the two Houses of Parliament consist in their complete connexion with the Crown as their head; assured from the personal existence of the Sovereign, the Queen of Lords and Commons are merely assembled by the Crown, the Queen of Lords and Commons are merely assembled by the Crown, the Queen of Lords and Commons are merely assembled by the Crown

PROCEEDINGS OF PUBLIC COMPANIES.

CONSOLIDATED TRETOIL MINING ASSOCIATION.

A *meeting* of the proprietors of this company was held at the office in St. Riddell's court, Poultry, on Thursday, the 19th inst., to consider the state of the affairs of the company, and to adopt measures for the future management. The chairman of the directors, and others of the proprietors, were applied to take upon themselves the office of chairman of the meeting, but they all declined; in the end the chair was taken by Mr. ENGLISH, at whose instance, backed by a requisition from the holders of 1500 shares, the meeting had been convened.

The CHAIRMAN proceeded to read the advertisement from the *Mining Journal*, and said he appeared there as the representative of a large body of proprietors. He had called that meeting on his own responsibility, and if it should be found illegal, as was contended by his co-directors, it was in consequence of their being under two forms or regulations—viz., of this and the East Tretoil Company. He now came before the meeting to put them into possession of facts and figures, and how their affairs were going on, which were these—they were losing money; the directors had held no meeting for two months; three of their directors had not paid the last call of 10s. per share; Mr. Wyld, one of the body—who after acting as director, and committing them by the purchase of an engine at a cost of 800*l.*, which was not worth the money—when applied to for his calls, told them to go to his lawyer. Under these circumstances, he had no longer a wish to remain in the direction, but felt it a duty to render an account to those by whom he had been elected to office. He would now advise the shareholders to talk over their affairs, if they could not act from the meeting being illegal; but, then, they had the power of calling another, which would be legal, and so might carry out anything they resolved upon at this meeting. They had met the other day with something like 247*l.* balance in hand; they had now a debt of 60*l.*—in fact, there was a loss in the last five months of 100*l.* He considered that nothing but a sweeping change in the whole management would effect any good, and unless this were done, they would go on from bad to worse. He was placed in this position—he had not the slightest idea of attaching his name to the advertisement, but he found it was the only means he had of calling a meeting. He begged to repeat, most distinctly, that he represented from 1200 to 1500 shares—nearly half the interest of the mine—and that it was to represent these parties that he had agreed to qualify as a director, and come into the concern; for having no pecuniary interest, it was to him, in that sense, a matter of indifference as to whether the company was dissolved or otherwise. He regretted the absence of one of the directors, who, with others, had not paid his calls, and was a holder of 200 shares in an adjoining mine, called the Lanivet Consols, or Tregullon; and, as one of that party, would be glad to disgust the shareholders with the Tretoil Mine, so as to work it with advantage to themselves.

Mr. HEALES wished to know something of the terms of the lease.—The CHAIRMAN said, the term was for twenty-one years. There were two companies—the Consolidated Tretoil, and those who kept still to the East Tretoil—there being one or two dissentients to the consolidation.

Mr. LITTLE asked how many shares were held by the directors, upon which the call had not been paid.—The CHAIRMAN said, Mr. Heppell held 145 shares, Mr. Mount (a former director) had 200 shares, Mr. Chippendale upwards of 300; Mr. Edwards (one of the present directors) had 85 shares, on which the call had also not been paid, and Mr. Wyld had 31 shares. The call had not been paid on any of their shares. He (the chairman) held merely his qualification, which were paid upon, and came from a personal friend.

A long discussion took place between Mr. Nicols, Mr. Lee, Mr. Heppell, Mr. Thomas, and others, respecting the affairs of the company.

Mr. TREMERY wished to know what remedy the chairman had to propose?—The CHAIRMAN said, his remedy would be the dissolution of the company, or a total change in its management. He would certainly sink the shaft, and drive the cross-cut, and this was the view of Captain Richards and Captain Rowe, whose reports were in the office, and ought to have been submitted to the inspection of the shareholders, as also those obtained by him from the agents and others. The getting the engine to work would be attended by a cost of some 1200*l.* or 1300*l.* In respect to immediate operations, the mine was then a loser—they owed 600*l.*, and the materials were to be set against this amount.—Mr. NICHOLS was happy to hear there was no difference of opinion as to the mode of working. As to the expenditure of more money, he thought that must be obviously necessary to every one.—Mr. HEALES thought it would be necessary to act with vigour towards the dissentients, who were no longer to be conciliated.—The CHAIRMAN said, such course ought to be pursued in justice to those who had paid their calls, but the difficulty was, how to proceed, when the directors themselves were in default.—Mr. HEPPELL stated to the meeting, that of the 145 shares mentioned as held by him, sixty had been paid upon.

After some discussion, it was resolved that the directors be requested to convene a special general meeting of the shareholders on the earliest day, on the terms and provisions of the requisition which had been subscribed, which resolution having been carried, the meeting separated, after passing a hasty—but, we believe, honest—vote of thanks to the chairman, for the straightforward course he had taken, and for his conduct in the chair.

NATIONAL PROVIDENT INSTITUTION.

The ninth annual meeting of the members of the above institution was held on Monday, the 16th instant, at the offices in Gracechurch-street,

SAMUEL HANBURY LUCAS, Esq., in the chair.

The advertisement convening the meeting having been read, the CHAIRMAN said, that in pursuance of the notice just read, he apprehended the directors attended on the present occasion, in discharge of their duty, to render their fellow-members a report of the progress of the institution for the past year. The directors would have been glad to witness a larger assemblage of members than they now had the pleasure of seeing; and here he might remark, that notwithstanding the institution kept adding to the number of its members, hundreds upon hundreds, year by year, yet its gatherings on these occasions were very little larger than at the first annual meeting. He did not say this from any feeling of dissatisfaction; on the contrary, he thought it was rather matter for congratulation, and that it betokened a feeling of satisfaction on the part of the members—inasmuch as he drew from it the gratifying inference, that the confidence placed in the directors from the outset had, he thought he might say without presumption, gone on increasing with the growth of the institution. (Cheers.) He would not interfere further with the reading of the report, except to say, that if, after it had been read, any gentleman wished for further information, he should be most happy in affording it.—Mr. MARSH (the secretary) then read the following

REPORT.

The directors have much satisfaction in presenting to the members of the National Provident Institution their ninth annual report. The report of last year alluded to the great increase of the institution, when compared with that of former years; such increase, it was thought, was mainly attributable to the gratifying results of the first division, made in November, 1842, of the society's profits.

The following statement will show that a still larger accession of new members has to be reported this year than in the one preceded last year, as well as a considerably increased average in the sums insured, and, consequently, a large increase in the premiums paid. The directors feel assured that this favourable result to the institution has arisen from the confidence of the public as to the soundness of the principles on which it was established.

The number of policies issued during the past year has been 772, being, with but few exceptions, of that class which secured sums of money at the decease of the members—the several assurances on which amount to 11,470*l.* 12*s.* 1*d.* The number of proposals declined being eighty. The annual income, which last year was 46,126*l.* 17*s.*, now amounts to 56,987*l.* 9*s.* 2*d.*; this large increase, being nearly double that of any preceding year, has been realised, notwithstanding the reduced rate of premiums paid since the division of profits in 1842, by those members who selected that mode of appropriation of their respective shares of the surplus, in lieu of a bonus being added to the sum insured.

The accounts have been duly audited to the 30th November last, and the auditors report the capital stock of the institution on that day to be 202,452*l.* 1*s.* 9*d.*, which is invested chiefly(?) in acts of Parliament and the value of the textile list. The increase of capital since last year amounts to 25,402*l.* 2*s.* 7*d.*

The claims arising from the deaths of members during the past year amount to 6342*l.*, which sum, together with the bonuses annexed thereto, has been duly paid. As the average of former years, the sum of 9471*l.* has fallen to the profit of claimants.

The directors have observed with pleasure the increasing interest which a considerable number of the members evince in the welfare of the institution, by explaining the advantages of effecting assurances upon a mutual equivalence of the principles of mutual contribution, whereby the profits are divisible among themselves. These explanations and communications have brought an considerable amount of business during the year just closed; and the directors, in consequence, desire again to call upon their fellow-members to lose no time in availing themselves of the privileges they enjoy by the registration of the institution under the Acts of Parliament relating to friendly societies.

The following statement shows the progress of the institution from the commencement:—

Years ending	Number of Policies issued.	Annual Income.	Amount of Capital.
Nov. 30, 1836	613	4,756 19 8	4,756 19 8
— 1837	692	14,366 0 0	19,122 19 8
— 1838	602	13,210 12 4	32,333 12 0
— 1839	671	15,427 6 5	47,760 18 5
— 1840	667	17,451 10 10	65,212 9 3
— 1841	667	20,032 1 0	85,244 10 3
— 1842	705	23,466 9 7	108,711 19 10
— 1843	772	33,520 17 4	142,232 16 2
— 1844	730	46,126 17 7	188,359 13 9
Total number	6919		

Mr. WARDROP moved, and Mr. WESLEY seconded, a resolution for the reception and printing of the report, which was carried unanimously.

Votes of thanks were respectively passed to the directors, to the medical directors, to the auditors, to the actuary, and to the secretary. The directors and secretary were then re-elected for the ensuing year; and a vote of thanks having been given to the chairman, the meeting separated.

COMMERCIAL BANK OF LONDON.

A special meeting of the proprietors in this bank took place on Monday, the 16th inst., at the establishment in Lothbury, for the purpose of electing two directors to fill the vacancies created by the retirement of E. S. Cayley, Esq., M.P., and Henry Harewell, Esq.

The chair was taken by GEORGE HELPETT, Esq.

Mr. CUTHILL (the manager) having read the advertisement from the Gazette,

The CHAIRMAN said, they had been informed by the advertisement that there were only two candidates for the vacant seats in the direction—namely, Joseph Underwood, Esq., and Henry Cornfoot, Esq. He wished not to detain the meeting by making any observations on the qualifications of those gentlemen, but would leave it to others, who were about to propose and second them, as they could do so from personal knowledge—indeed, he might say, that those gentlemen were there to speak for themselves; he would, therefore, only make one observation, which was, that if it should be the pleasure of the proprietors to elect those candidates for the vacant seats, such elections would be well received by every member of that direction. (Hear.)

Mr. TAYLOR rose to propose Joseph Underwood, Esq., as a successor to their late director, E. S. Cayley, Esq., M.P. He must say, that to the exertions of Mr. Cayley, in the earlier period of the existence of that bank, they had been greatly indebted—for he had always been constant in his attendance; and had always exhibited a strong desire to do everything in his power to promote its best interests. It unfortunately happened, that during the last year he had been so unwell, that it was utterly impossible for them to enjoy the benefit of his services, and he therefore thought it incumbent on him to send in his resignation; and it then became necessary for them to look round amongst the proprietors to find out some other gentleman to fill the place thus vacated. For this, he considered no person was more eligible than Mr. Underwood, and he was sure he would be found to be a most efficient director; he had been all his life in the city of London, and largely engaged in business, and, from his activity and energy, he knew he would be a valuable acquisition to the bank. (Hear.) It therefore only remained for him to propose, which he did with great pleasure, that Joseph Underwood, Esq., be elected a director, in the room of E. S. Cayley, Esq., retired.

Mr. HARVEY seconded the motion, from a conviction that this gentleman would be a valuable acquisition to the bank.

J. HOPKINSON, Esq., proposed Henry Cornfoot, Esq., as a successor to Henry Barnwell, Esq., who had found it necessary to retire, from the increase of his other engagements, which precluded him from giving that attention to the bank which was required. The gentleman now proposed was largely connected in the city of London, and with the colony of Demerara, in which he (Mr. H.) was so deeply interested; and he felt sure that Mr. Cornfoot was well suited in every respect to succeed Mr. Barnwell. He had, therefore, great pleasure in moving, that Henry Cornfoot, Esq., be elected a director, in the room of Henry Barnwell, Esq., retired.—W. R. COLLETT, Esq., M.P., had no doubt the bank would be greatly indebted to Mr. Cornfoot, and he therefore had great pleasure in seconding the motion.

The CHAIRMAN put the names of the candidates to the vote, when they were elected unanimously.

Mr. UNDERWOOD and Mr. CORNFOOT returned thanks.

The CHAIRMAN said, before they separated, he would state, what was gratifying to him, and would be gratifying to the meeting to hear—namely, that the bank was doing well; and, moreover, that it was the intention of the directors, in pursuance of the powers vested in them, to declare a half-year's dividend, after the rate of 5 per cent. per annum, up to the 31st December, payable on the 1st February. (Hear.)

A PROPRIETOR thought they ought to move a vote of thanks to the gentleman who was kind enough to preside on that occasion.—Another PROPRIETOR seconded the motion. He thought it the duty of every proprietor of the bank to endeavour to bring customers to it, and to spread as widely as possible the solid principles on which it was carried on. He felt it his duty individually to endeavour to promote the interest of the bank with which he was associated, and should continue to do so. (Hear.)

The resolution was passed with applause, and the meeting adjourned.

NORTH BRITISH RAILWAY.

A special general meeting of this company was held in Edinburgh, on Tuesday, the 17th inst., to take into consideration the formation of a line from the Edinburgh and Dalkeith to the town of Hawick, in the county of Roxburgh, and to authorise a subscription of 25,000*l.* of the stock of the Edinburgh and Northern, through Fifeshire.—Mr. J. LEARMONTH (of Dean) took the chair.—Mr. DAVIDSON (the secretary) having read the directors' report, the CHAIRMAN, in adverting to the report, said, it was an axiom in railway affairs, that unless a line had local traffic to support it, it ought not to be constructed. This was completely applicable to the case of the Galashiels and Hawick extension of the Dalkeith line, for it was altogether dependant on local traffic. It would lead from Edinburgh, through what might be termed the Yorkshire of Scotland, and traverse a highly cultivated, picturesque, and beautiful land—a district which derived its supply of coals and lime entirely from Mid Lothian, while the traffic in return was also very great. It was a country, moreover, hitherto unopened, and not subject to the rivalry of either canal or sea communication. While the proposed line would be profitable in itself, it would also be productive. It would be a source of gain to the North British—whereas, if it were made by other parties, it would by competition reduce their profits. In the hands of the North British it could not be considered as a competing line, because, terminating where it was proposed, it would form no competition to the trade between Edinburgh and Berwick. No doubt, the line from Hawick to Carlisle would be extended, and the proposed line from Hawick would be an advantage in bringing additional traffic to the Dalkeith line. The extent of it was upwards of fifty-three miles, eight of which, on Dalkeith, the most expensive, were already made, and forty-five had yet to be constructed. The North British, having the Dalkeith line in their hands, must take care that it was not effected by competition, and he believed their present measures would have that effect. The Caledonian line, proposed to be formed to cross the western parts of England, was sufficient to justify the North British in providing against it. The Caledonian had no local traffic, depended entirely on the through traffic, and must defend or rob other lines of their business before it could obtain enough to justify its projection. The North British, in addition to its local traffic, would have the through traffic from Hawick to Carlisle—whereas the Caledonian would only have the traffic from its termini, and the line proposed to go north-east. It was said, that the latter would carry water to Edinburgh, but he thought it a most unlikely commodity for a railway, and that no company would seriously propose it. Since the measure had been commenced, they had found that the traffic on the proposed line to Hawick had nearly doubled since 1838, and the bills had been at first seen increased by 40 per cent. Of the passengers only 7000 went beyond Hawick, and the remainder, 63,000, stopped short. They counted on nothing but the actual traffic, and he thought the statements were enough to warrant the recommendations of the directors, who had no desire to press any shareholder who might be unwilling to take the amount of his shares, as they would be easily disposed of, the directors themselves being prepared to purchase largely. As the directors recommended the formation of the Hawick lines as a productive measure, so on the same principle did they recommend the 25,000*l.* subscription towards the formation of the Fife line, which was the nearest and most direct from Burntisland to Perth and Dundee, neither place having supplies of coal from their own neighbourhood, it being either sea borne or taken by land carriage. In the proposed line there was to be a branch to Lundgate near Cupar, the produce of which would be carried along the entire line from Dundee to Perth, and by the means of reducing the price of coals in those towns at a rate of probably 3*s.* per ton. The line traffic to Dundee would form a further considerable item of traffic; and if the Fife line were carried out, the North British would have all the passengers from the north of Scotland. He might add many examples to show how much might be done for the main line by successfully connecting it with others. It was well known that the directors of the York and North Midland had given 50,000*l.* to the North British, and it was the duty of the latter to extend their friendship in a similar way; and he (the chairman) was inclined to do it on the northern line through Fife. The chairman then proceeded to cite examples of other railways extending, as did the North British, to extensive lines. There were no two companies more calculated to benefit the North British than those he had in progress. One of the directors, accompanied by Mr. Miller, the engineer, had traversed the line, and had brought a most satisfactory report. The coal traffic on the Dalkeith line had increased 60 per cent. this year, as compared with last. The directors concluded, by moving the resolutions, which were seconded by Mr. E. HENDERSON.

Mr. ANDREW BELL (Lothian) opposed the resolutions. He was personally, when entering on the North British, that just before the bill was passed, they proposed to submit to the purchase of the property of the Dalkeith line, for 110,000*l.*, and now that they wished to submit, after just contemplating the matter, to advance 25,000*l.* for the line to Hawick, and a further sum of 25,000*l.* for a line to Fife. The Dalkeith line passed through a most productive district. He stated that in making a line of forty miles when they could obtain a traffic of forty tons. The directors, he thought, were a little sanguine as to the outlook, and that the subscription had given rise to the enquiry. The directors ought to give a guarantee, that if they went to Parliament, they did not go to oppose the Caledonian, which was not a competing line with the North British, though he had read the speech that was. He moved, "That the meeting regret the proposal for further extension." Mr. BELL afterwards delivered a speech in support of Mr. Alexander's views, considering the proposition to be too premature. The Hawick line had nothing similar from the unfavourable particulars of the Fife line, and it notwithstanding of this, he carried passengers from the north. If the Hawick line what traffic it might, how would it be in agreement to it? The chairman had stated, that if Hawick be a promising line, but that was not so good as a paying one. He questioned the propriety of adhering to the North British, without having something with new other projects, and concluded by moving Mr. Alexander's amendment.

Mr. WILSON, shareholder, Mr. HENDERSON, and others, supported the resolutions.

Mr. WILSON, shareholder in the company, and a member of the Edinburgh representation, contended that the company were entitled to protect themselves from competition, and hoped the meeting would support the directors.

Mr. WARDROP proposed an adjournment, which was seconded by Mr. MACRAE.

The CHAIRMAN put the motion for adjournment, which was negatived on a show of hands, only seven being held up. Mr. ANDREW'S amendment was then put, with the original motion, when the latter was carried by a large majority—1482 votes being recorded in favour of the motion, and only 317 against it.

LINCOLN, YORK, AND LEEDS DIRECT AND INDEPENDENT RAILWAY.

The prospectus of this company has just been issued, and appears to our advertising columns of this day. It so fully, yet briefly, points out the advantages which may be anticipated from the prosecution of the measure, that few remarks are necessary in directing attention to the project—yet there are some points which may be adverted to as of interest to the railway subscriber and capitalist, while we feel that a special abstract will not be unacceptable to our subscribers generally. The proposed line will form a communication between Lincoln and York, with branches to Doncaster and Leeds, its length being eighty-eight and a half miles, of which the main line is fifty-eight and a half, that of the Doncaster branch thirteen, and the Leeds branch seventeen miles. One of the main features in the undertaking, and that set forward by its promoters, is, that it does not interfere with any vested rights, while it affords equal facilities as a direct line between London and York. It is proposed, that the main line shall commence at Lincoln, so as to form a junction with the Cambridge and Lincoln Railway, although such intention is not decisive, but dependant on circumstances, as may appear not only desirable to the company, but such as may accord with the views of the Board of Trade and others having a voice in the matter. It is unnecessary for us to track the various ramifications of the line—although it may be observed, that the returns from the different mineral districts through which it will pass are expected to yield a considerable revenue, in addition to the passenger returns. The gradients are represented as being highly favourable, while there is no tunnel on the main line or branches. It appears the plans, &c., have been lodged with the several authorities, so as to enable the company to take measures for obtaining an Act of Incorporation in the coming session of Parliament.

GREAT WESTERN RAILWAY.—A correspondent inquires, how it can be accounted for, that the fifth shares of this line are at so low a premium, in proportion to whole shares, considering that they will be 50*l.* paid in January, and entitled to an equal proportion of dividend with the whole shares, then 40*l.* paid, which are now at 75*l.* premium—making the relative premium of the fifths 10*l.* 10*s.*

DURHAM AND SUNDERLAND RAILWAY.—The business of this railway during the week has been almost entirely suspended, the crowded state of the shipping in the harbour having prevented the shipment of coals, which forms the staple article of traffic on this line.

SIR WM. BURNETT'S PATENT FOR THE PRESERVATION OF TIMBER, CANVAS, CORDAGE, &c.—This patented process, which has now stood the test of nearly ten years' application under various circumstances, and in various climes, exposed to excessive damp and heat, as well as the changeable atmosphere to which it has been subjected, appears to have taken the lead of all similar inventions—the certificates from officers in her Majesty's dockyards, in the navy, and on railways, with the testimony of numerous practical and scientific men, rendering its value no longer a question of doubt, but calculated to render it a matter of surprise that its use is not more universal. From a pamphlet before us, we find that from its increased application, more especially to maritime purposes, the company have established hydraulic apparatus and tanks at Millwall, for the more expeditious preparation of materials, and where the power employed is equal to the saturation and preserving the process of seventeen loads of timber in the twenty-four hours. It is satisfactory to find that Government, after repeated trials, have sanctioned its general adoption in her Majesty's dockyards, for timber and cordage, where the advantages it holds out in preserving the substances from rot, mildew, moth, and premature decay, are duly appreciated. One of the not least important features which the patent presents, is, that it renders timber uninflammable, and thus peculiarly fits it for a variety of purposes connected with shipping, and more particularly steam-vessels, as it is applied to the engineers and internal fittings of her Majesty's ships, and in the woodwork surrounding the boiler furnaces of the steam-vessels of the Royal navy. It is a curious fact, but one satisfactorily established, that salt water, so far from causing the decay of articles prepared by this process, or from neutralising its effects, has, on the contrary, the quality of increasing its efficacy. The process is, moreover, found to be perfectly innocuous, and comparatively inexpensive, while it cannot by possibility endanger health either in its preparation or application. It is also described as having the effect of retarding the oxidation of metals; numerous experiments having been made on copper and iron bolts, which have been attended with the most satisfactory results. In addition to the countenance afforded it by Government, numerous departments and bodies, including the Ordnance, the Trinity Board, and several steam and railway companies, have adopted it, and expressed their satisfaction. The establishes, sixty nine in number, which are enumerated in the pamphlet, afford the most conclusive evidence, while the high reputation and character of the workmen, whether in their official capacities or as men of practical science, are, in themselves, ample testimony, and afford more than ordinary value to opinions and results as therein put forward, extending, as we have before observed, over a period of several years, and brought up to the present time. Sir W. Burnett's scheme is seen to pretty general use for the purification of bilge water—and, by the use of which, the royal yacht, *Victoria and Albert* (which was rendered almost unbearable), has been completely purified.

HOGG'S LECTURES ON NATIONAL MUSIC.—At the Royal Polytechnic Institution, on Tuesday evening last, Mr. C. E. Horn gave his first of a series of national lectures, commencing with the music of our own land; and the directors of this noble institution have shown great judgment in engaging this gentleman, who will add much to the intellectual enjoyment, which all must acknowledge who visit this portion of the establishment. Mr. Horn made his bow to a large and respectable audience in the theatre of this institution, who listened to one of the most pleasing and delightful lectures on the national music of England we ever had the lot to hear. The lecturer, in the course of his observations, proved that even in the most barbarous ages of England his country music of a purely national character existed in this country, and that many beautiful melodies were known to our ancestors; and, from the instances which he gave, between that time and the present, in support of his hypothesis, he proved the correctness of his argument beyond all doubt. His observations, both instrumental and vocal (in the former of which he was supported by an efficient band, the latter in speaking entirely upon himself), were, indeed, highly appropriate, of a gratifying and effective description; and in the course of them he gave one of his own compositions, "Come, come with me," in so pleasing a manner that it was most enthusiastically encored. Upon the whole, we can with truth say, that we know of no one who is more capable of entertaining an audience in the way we have mentioned than Mr. C. E. Horn; and he certainly sustained his well earned reputation as a musician, composer, and vocalist, admirably last Tuesday evening. We have no doubt but the musical lectures and illustrations will command large audiences at this excellent institution for the remainder of the season.

LA'MERT ON DEBILITY, DISSIPATION, AND ALL DISORDERS ARISING FROM SELF-ABUSE, &c.

"He who to pleasure's downy grove | A hero lives, and justly runs
Nor lost his health, or manhood wastes, | Rackets—to get himself a name"
Just published, the fourteenth edition, in a sealed envelope, price 1*s.* 6*d.*

Sent free by post to any address, for 1*s.* 6*d.*

SELF PRESERVATION: A Popular Essay on those concealed diseases of the generative system, originating in secret habits, prostitution, excess, or infection, and destructive to body and mind—constitutional weakness, and every painful, nervous affection, impotency, premature old age, barrenness, sterility, consumption, &c., with plain directions for their treatment and cure. Illustrated with cases. By SAMUEL LA'MERT, M.R.C.S., consulting surgeon, 6, Bedford street, Bedford square, London; Honorary Member of the London Hospital Medical Society; late Resident of Northampton Hall, London, &c.

The various practices of every, treatment, and person are the undoubted privileges of mankind, and, but for the avoidance of mortality, should be practised equally by all. To avoid, during others, this most unfortunate habit, and, at the same, many questions may be satisfactorily answered that would (if not) appear, to the most unprejudiced mind, the deepest disorder.

Also, afterwards by S. LA'MERT, 21, and 22, Paternoster-row; sold by Sherwood, Paternoster-row; Simpkin, Marshall, and Co., 4, Stationers' court, and all booksellers. Lastly, Hall, 25, Oxford street, and Purkess, 5, Upper Gower street. At which latter place all those and many other valuable medical works may be had gratis, if not convenient to call for them, they will be forwarded to the country, &c., &c., by the first coach, Bedford coach, London.

Just published, the fourteenth edition, price 1*s.* 6*d.*, free by post, 24 stamps,

THE SILENT FRIEND: a medical work, on Reproduction, the Cause and Prevention of Barrenness, or Sterility, and Abortion, or Miscarriage, and the Treatment of Nervous Affections, Debility, Indigestion, Consumption, &c., by R. A. GILL, M.R.C.S., author of "Practical Observations on Marriage, &c." Published by the author, and sold at their residence, 60, Wimpole street, Cavendish square; Darton and Co., 58, Holborn hill; Hall, 25, Oxford street; Sold, 10, Ludgate street; Purkess, 5, Upper Gower street; Sutton, Boswell court, Carey street, London.

THE CHEAPEST BALM OF BUCHANAN in the universe, and warranted to cure in a few days, without confinement or change of diet, the most inveterate case of gonorrhœa, however acquired, in either sex, without the use of mercury, or any nauseous compound to be taken, and the most violent case of inflammation, or stricture, in a few days, and all other diseases of a similar nature of long standing. Sold in bottles, price 10*s.* 6*d.* and 21*s.* each.

FOR THE SPEEDY AND EFFECTUAL CURE of all those long-standing and inveterate complaints of private description, which require the most searching principles to be used, and other disagreeable preventives, as the use of mercury, &c., is entirely dispensed with, the PILLS OF LEBANON are guaranteed to cure the most confirmed case of the kind. These pills are guaranteed to be free from mercury, and other deleterious drugs, and may be taken with safety and confidence by persons of the most delicate constitution, and can be taken with equal success in any climate. Sold in boxes, price 2*s.* 9*d.*, 4*s.* 6*d.*, 11*s.*, and 22*s.* each, by all medicine venders.

Agents, Perry and Co., 60, Wimpole street, Cavendish square, Darton and Co., 58, Holborn hill, Hall, 25, Oxford street, Purkess, 5, Upper Gower street, Sutton, Boswell court, Carey street, Bush, 63, Chancery lane, Fleet street, Sold, 10, Ludgate street, London.

GUILDFORD JUNCTION RAILWAY.—The board of directors of the Guildford Junction Railway Company having made a CALL OF TEN POUNDS on each of the shares, created under the authority of an Act of Parliament, passed in the seventh year of the reign of her Majesty Queen Victoria, cap. [illegible], "An Act for making a Railway from the London and South Western Railway to Guildford, in the county of Surrey;"

The holders of shares are requested to PAY, in respect of the shares held by them, TEN POUNDS per share on or before the 10th day of January next, at either of the under-mentioned banking houses,—viz.:

Messrs. Currie, Cornhill.
Messrs. Morgan Brothers, Guildford.
Messrs. Hayden, Guildford.

Interest, at the rate of £5 per centum per annum, will be charged on all sums remaining unpaid on this call after the date above mentioned, pursuant to sec. 23 of the Act.

By order of the board,
GEORGE HADLEY, Sec.

36, New Broad street, Dec. 19, 1844.

WHITEHAVEN AND FURNESS JUNCTION RAILWAY.

PROVISIONALLY REGISTERED.

As required by the Act of 7 and 8 Victoria, cap. 110.

Capital £150,000, in 15,000 shares, of £10 each.—Deposit £1 per share.

PROVISIONAL COMMITTEE.

The Earl of Lonsdale
The Earl of Burlington
Matthias Attwood, Esq. M.P.
William Gramsby Gore, Esq. M.P.
Howard Gresley, Esq. M.P.
Gerard Irton, Esq. M.P.
Alderman Thompson, M.P.
Major General Wyndham, Cockermouth Castle
Thomas Irwin, Esq. Calder Abbey
T. I. B. Bryan, Esq. Chairman of the Maryport and Carlisle Railway Company
Matthew Plenmont, Esq. Chairman of the Newcastle and Carlisle Railway Company
John Fells, Esq. Vice Chairman of the Whitehaven Junction Railway Company
Benjamin Cowey, Esq., Pearse yard, Westminster
Thomas Ainsworth, Esq. The Flosh, Cheshire
John Wilson Fletcher, Esq. Gloysmeffen
Joseph Youngkusband, Esq. Kirkside, Gosforth
Henry Jefferson, Esq. Whitehaven
Peter Fisher, Esq. Whitehaven
Gerard Lindow, Esq. Clapton
George Pow, Esq. R.N. Whitehaven
Rowland Pennington, Esq. Whitehaven
George Buchham, Esq. Whitehaven
Hutchinson Birkett, Esq. Whitehaven
James Clay, Esq. Bury street, St. James's
Stephen Phillips, Esq. 7, New Broad-street
Richard Hill, Esq. Guildhall buildings
(With power to add to their number).

SOLICITORS.—*Geo. Stephenson*, Esq.

BANKERS.

The Whitehaven Joint-Stock Bank, Whitehaven
Messrs. Spencer, Attwood, and Co., London
The London Joint-Stock Bank, London

SOLICITORS.

Messrs. Roy, Blood, Johnstone, and Walton, Lothbury, London
Messrs. Archibald and Wheatley, Whitehaven

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The object of the proposed undertaking is the construction of a railway from the town and port of Whitehaven, in Cumberland, to join the Furness Railway to North Lancashire, now in progress of formation, and eventually to extend the same, by way of Ulverston, to Lancaster.

The proposed line will be nearly thirty-two miles in length, commencing at Whitehaven, to which town a continuous line of railway communication from Newcastle, Carlisle, and Maryport is nearly completed, and extending from Whitehaven northwards by way of St. Bees, Rottenthorn, Gosforth, Irton, Ravenglass, Drigg, Bootle, Whitbeck, and Wilderton, to Milnm, and thence across the estuary of the Ire-dion, forming a junction with the Furness Railway, near Ireleth, and thence by the latter railway to the shipping ports of Piel and Barrow, with a branch to Ulverston. The steam boats from Fleetwood will therefore have a direct communication with all the great railways in England.

This railway will pass through a country rich in agricultural and mineral productions—the district being eminently favourable for the construction; affording a cheap and easy transit to good markets and to one of the best and safest harbours in the north of England, and, by means of it, the great coal district around Whitehaven, which is only second in importance to the Newcastle and Sunderland coalfields, will be more profitable for manufacturing and other purposes throughout the whole extent of the line where coals are now extravagantly dear.

It is proposed to purchase land sufficient for a double line of railway, and to construct the bridges accordingly; but, until the traffic is fairly developed, to lay down a single line only; and the engineers has satisfied the committee that the cost will not exceed the sum of £1,500 per mile.

The following traffic has been carefully taken at different stations between Whitehaven and Ulverston by experienced road parties, and from their returns it appears that the following is a very moderate estimate of the income likely to accrue to the railway from such traffic:—viz.:

Passengers	£11,330
Coal, coke, slate, lime ore, merchandise, &c.	15,519
	£26,879
Deduct one third, the usual allowance for working expenses	11,160
Net income	£15,689

Being a return of nearly 14 per cent. upon the proposed capital of £150,000.

This return has been made without any consideration of the large additional traffic to be made to the traffic by the transit of passengers and goods from Scotland into Cumberland and Lancashire, as well as from the Furness Railway, connected as that line is with the extensive iron mines and slate quarries of the Duke of Buccleuch and the Earl of Burlington—a portion of the products whereof will naturally be drawn upon this line for shipment at Whitehaven to Scotland and the north of Ireland.

The promoters of this undertaking have the satisfaction of announcing, that it is favoured with the sanction of, and has the promise of cordial support from, all the public owners of those large mineral estates prominently referred to, and from the principal landowners along the line; and they have also the gratification of being assured of the active co-operation of the several railway companies of which the line forms the connecting link between West Cumberland and the great manufacturing districts of England and Scotland.

The preliminary measures have been taken to secure an Act of Parliament in the ensuing session, and as the district to be traversed is almost a continuous coal, there is every reason, under the Chairman's superintendence, to rely upon the speedy completion of the works.

It is proposed to raise the requisite capital in 15,000 shares, of £10 each. A deposit of £1 per share is required to be paid prior to the Bill going before Parliament, in compliance with the Standing Orders, but no further call will be made until the Act of Parliament is obtained after which three months' interval will elapse between the calls, none of which will exceed £5 per share.

Subscriptions to be had of, and application for shares to be made to, Mr. John Shaw, secretary, pro tem., 5, Gutthrie buildings, London; to the respective solicitors in London at Whitehaven; or to any member of the provisional committee.

PILBROW'S ATMOSPHERIC RAILWAY.—Railway Monitor, Capitalists, and Proprietors of INSPECTIONS the MODEL and WORKS at VINCENT of the NEW SYSTEM of ATMOSPHERIC RAILWAY, by which the intermittance valve is dispensed with—trains are started upon a level, without any interruption of the main—a stationary engine every ten miles is required, and the cost of construction and working very materially reduced. For an explanation by letter, post paid the carrier, to J. Pilbrow, C.E., Patentee, 6, King William street, London.

NOTICE.—The FIRE ANNIHILATOR, for instantaneously extinguishing a LARGE CONFLAGRATION, so as to secure stock, utensils, and the use of water. The invention, after six years of unremitting study and persevering experiment, has completed the wonderful discovery for extinguishing fire, by a combination from which those overpowering effects result in simple, compact, and portable, and as soon as its properties are known to the public, it must take its position in every mansion, ship, factory, theatre, and farm, and extinguishing under the fear it owes its triumph. The proprietors, and sole of the apparatus, may be seen at the exhibition, W. H. PHILLIPS, C. Gloucester square.

RAILWAY TUNNELLING FRAME.—Description of the hydraulic tunnelling frame, constructed at the Bristol terminus of the Great Western Railway, by Arthur John Duchess, Assoc. Inst. C.E.—The object of this machine is to transport the railway carriages, from the arched side of the tunnel-bed, to the tunnel-way side, or to any one of the several intermediate branches, to the tunnel-way side, or to any one of the several intermediate branches, to the tunnel-way side, or to any one of the several intermediate branches, without the use of turn-tables, which cannot always be conveniently or safely introduced, and also without any interruption or derangement of the rails. The apparatus consists of a wrought-iron frame, connected by cross and diagonal pieces, and supported upon eight cast-iron wheels. At the four corners of the frame, cast-iron hydraulic presses are fixed, and at one end of it, two force-pumps are placed, connected with the presses by copper pipes, and gun-metal cocks. Upon the wrought-iron plungers of the four presses, two additional frames rest; these are attached to the main frame, by four sets of parallel motion bars, to ensure their rising perpendicularly. The action of the machine is described as follows:—As the opening being made in the train, the apparatus is pushed on to the line of rails, and the carriage required to be moved is placed over it when the frames is quite down. As soon as the carriage is brought directly over the apparatus, a man works the forcing pump upon the four hydraulic presses, which raise the frames until they are in contact with the axles of the carriage wheels; the motive power is then applied, until the flanges of the carriage wheels are clear of the rails. The whole apparatus, with the carriage suspended upon it, is then easily transported to any of the lines of rails, and by reversing the engine, which allows the water to flow back from the presses into the cistern, the carriage is lowered on to the rails. It is then pushed back, and the apparatus is raised over, ready for commencing the operation, the whole branch not having occupied more than a minute and a half.—*Practical Mech. Jour. Civil Engineer.*

EXETER AND SOUTH-WESTERN JUNCTION RAILWAY.

FORMING A

DIRECT RAILWAY COMMUNICATION BETWEEN LONDON AND EXETER.

(Provisionally Registered, pursuant to 7 and 8 Vic., cap. 110).

Capital £1,500,000, in 60,000 shares, of £25 each.—Deposit £3 15s. per share.

Liability limited to amount of shares.

PROVISIONAL COMMITTEE.

All of whom are shareholders.

Sir Edmund Sandemore Prideaux, Bart. Motherton Hall, Devon	S. Kingdon, Esq. Sherford Lodge, Exeter
Sir John Trevelyan, Bart. Nettlecombe, Somerset	W. Kingdon, Esq. Hacumbe, near Exeter
T. Hussey, Esq., M.P. Lyme Regis, Dorset	Daniel B. Dury, Esq. Topsham, Devon
R. Turner, Esq., M.P. Truro, Cornwall	Capt. Pring, R.N. Ivedon House, Devon
C. Gordon, Esq. Wimeside Park, Devon	S. Mallock, Esq. Axminster, Devon
Wm. A. H. Affendell, Esq. Lifton Park, Devon	John H. Townsend, Esq. Professor of Honiton, Devon
Wm. Tucker, Esq. Crayton Park, Axminster, Devon	Robert S. Cornish, Esq. Exeter
R. Woodman, Esq. Mayor of Exeter	Captain Bastleigh, Honiton, Devon
Thos. Snow, Esq. Frankyn, Devon	J. Kido, Esq. Mayor of Chard, Somerset
Ralph Sanders, Esq. Exeter	Edward Card, Esq. Exeter
H. Collins Sylvii, Esq. Britton, Devon	Robert Henry Aberdein, Esq. Honiton, Devon
W. Burnon, Esq. Mount Radford, Devon	James Carrall Wilcocks, Esq. Exeter
Col. C. A. Mannering, Axminster, Devon	Joseph Seyell, Esq. Exeter
T. Shilbrook, Esq. Sidmouth, Devon	Mr. Benjamin Chidley, Mandlin, Thorncombe, near Chard
Col. Bragge, Sailsbow House, Thorncombe, near Chard	Mr. John Titherleigh, merchant, Axminster, Devon
Chris. S. Flood, Esq. Honiton, Devon	Mr. J. Trans, merchant, Chard, Somerset
Wm. Haggett Richards, Esq. Lancombe House, Axminster, Devon	Mr. William Cuff, lace manufacturer, Chard, Somerset
Harry S. Lott, Esq. Tracey House, Honiton, Devon	Major-General C. G. Hillsmide, K.E., C.B. Worthing
	Captain J. Holmes, R.E. Exeter

(With power to add to their number) from whom the directors will be selected.

ENGINEER.—*Joseph Locke*, Esq., F.R.S.

RESIDENT ENGINEER.—*Mr. Thomas Whitaker.*

BANKERS.

Exeter—Messrs. Sanders and Co.; Messrs. Milford, Snow, and Co.
Yeovil—Messrs. Stuckey and Co.; Messrs. Sellon and Co.
Honiton—Messrs. Floyd and Co.
London—Messrs. Masterman and Co.

SOLICITORS.

Messrs. H. M. and J. B. Ellicombe, and John Daw, Esq., Exeter.

This railway will extend from EXETER to TIVOTL, where it will unite with the line intended to be made by the LONDON AND SOUTH-WESTERN RAILWAY COMPANY. A DIRECT RAILWAY COMMUNICATION will thus be provided between Exeter and the metropolis, and a saving of twenty miles effected.

The railway is proposed to JOIN the intended CORNWALL AND DEVON CENTRAL RAILWAY, from Falmouth to Exeter, diminishing the distance between Falmouth and London upwards of forty miles.

The directors of the London and South Western Railway Company have conditionally agreed to guarantee a minimum return of 4½ per cent. upon the above amount of capital to the subscribers to this line, connecting as it will the Salisbury and Yeovil and Cornwall and Devon Central Railways (narrow gauge), to the event of those lines being sanctioned by Parliament.

It will pass through, or near to, the towns of Yeovil, Ilminster, Crewkerne, Chard, Axminster, Honiton, Ottery St. Mary, and Exeter, and will afford a railway accommodation to the watering places of Lyme Regis, Seaton, Beer, Sidmouth, Budleigh Salterton, Exmouth, and the adjoining districts.

The length of the line will be about forty six miles. A glance at the map will show its importance, connecting as it does the various railways now formed, or in course of formation, or for which applications will be made to Parliament in the ensuing session, between the south east and south west of England.

It must be evidenced that the traffic at present carried eastward and westward by the circuitous route of the Great Western and Bristol and Exeter Railways will be diverted into the proposed line; and when the saving of expense in mileage, and the present economical mode of constructing railways are considered, the committee feel confident that the returns will be amply sufficient to afford a large dividend.—By the proposed extension of the London and South Western Railway from the present terminus at Nine Elms to Waterloo and Hungerford bridges, passengers will be conveyed into the centre of the metropolis.

The committee, confident that this important undertaking will bear strict investigation, have their prospectus thus early; and will at once proceed to complete the surveys, enter into such arrangements as they may think expedient, and take all the necessary steps for obtaining an Act in the early part of the session after the next.

Power will be taken in the Bill to allow interest at 4 per cent. per annum on all liability will be increased by any subscriber beyond the amount of his subscription.

It is intended to proceed to an early allotment of shares, giving preference to local applicants; but, as the Standing Orders of Parliament do not require the payment of the deposit until after a day to be named in the next session, the committee deem it expedient that the whole of the deposit should be now called for. An instalment, therefore, of 5s. per share only will be required on allotment, according to the provisions of 7 and 8 Vic., c. 110, applicable by the committee towards the expenses of the proposed undertaking.

The portion of the deposit will be payable in November next unless any future order of Parliament should render it otherwise necessary; and the shareholders will be required to execute a committee's agreement and Parliamentary contract at the time and place of executing which, and also for the payment of the residue of the deposit, will be notified in the *Times*, the *Herald*, the *Exeter and Plymouth Gazette*, the *Western Times*, the *Taunton Courier*, the *West Britton*, and the *Railway Chronicle*, and in case either of non-payment of the residue of such deposit as aforesaid, or the non-execution of the subscriber's agreement and Parliamentary contract when required as aforesaid, the said instalment of 5s. will be absolutely forfeited, and the shares appropriated to other parties, without further notice.

Further particulars may be obtained from, and applications for shares made to, the solicitors; or Messrs. Charles and Henry Hill, 21, Threadneedle street; Messrs. F. and W. Atkinson, 6½, Threadneedle street, London; Mr. Thomas Sandford; Messrs. Beaumont and Langworthy; or to Mr. G. B. Gribble, Exeter.

The committee will be desirous to allot the shares to metropolitan parties, in the event in which the applications are received; and in all cases where the parties are unknown, references will be required.

Dated Exeter, December, 1844.

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FORM OF APPLICATION.

To the Provisional Committee of the Exeter and South Western Junction Railway Company.

GENTLEMEN,—I request you will allot to me ——— shares, of £25 each, in the Exeter and South Western Junction Railway Company, on the terms and conditions of the prospectus; and I undertake to pay the deposits, and sign the Parliamentary contract and subscribers' agreement.—Dated the ——— day of ——— 1844.

Name: ———
Residence ———
Trade or profession (if any) ———

Witness ———

NATIONAL PROVIDENT INSTITUTION,

69, GRACECHURCH-STREET, LONDON,

FOR MUTUAL ASSURANCE ON LIVES, &c.

Enrolled under the Acts of Parliament relating to Friendly Societies.

DIRECTORS.

Chas. Pelsbrath Rosenhild, Esq.	Robert Ingham, Esq.
John Bingham, Esq.	Joseph Jones, Esq.
William Cash, Esq.	Daniel Maytland Lucas, Esq.
Thomas Cubitt, Esq.	Charles Lushington, Esq.
Joseph Cubitt, Esq.	John G. Porter, Esq.
John Parkman, Esq.	Richard Shrimpton, Esq.
Alexander Sharpington, Esq.	Samuel Smith, Esq.

MEDICAL EXAMINERS.

J. C. Conquest, M.D., F.L.S. — Thomas Bevan, M.D., F.L.S.

SOLICITORS.—Messrs. Burton and Davidson.

The following statement shows the progress of the institution from the commencement, in Dec., 1840, to the 30th Nov. last:—

Years ending	No. of Policies issued.	Annual Income.	Amount of Capital.
30th November 1841	315	£ 5,401 13 0	£ 13,738 0 0
" " 1842	830	13,700 0 0	31,190 10 0
" " 1843	982	19,200 13 0	48,610 0 10
" " 1844	898	20,407 4 0	69,409 10 10
" " 1845	850	21,651 10 10	90,180 15 0
" " 1846	747	18,317 1 0	110,290 0 0
" " 1847	663	15,450 0 0	126,168 1 0
" " 1848	703	14,810 2 0	140,572 11 0
" " 1849	748	15,007 9 0	155,176 1 0
Total number	6910		

The previous report of the valuation of the institution and assets of the institution on the 30th Nov., 1843, is accompanied by the following statement, exhibiting the profit assigned to policies which had been in existence one and to seven years:—

Policies in existence each.	Age at each succeeding.	Years assured.	Amount of Bonus.	Original Premium.	Reduction in Premium in lieu of Bonus.	Bonus to a Reduction per cent. on the original premium of
Years.	Years.	£	£ s. d.	£ s. d.	£ s. d.	
1	22	1000	10 0 0	25 0 0	22 17 6	22
1	32	1000	10 0 0	32 0 0	28 17 6	28
1	42	1000	10 0 0	47 0 0	42 17 6	42
2	23	1000	17 0 0	25 0 0	22 3 0	22
2	33	1000	17 0 0	32 0 0	28 3 0	28
2	43	1000	17 0 0	47 0 0	42 3 0	42
3	24	1000	22 10 0	25 0 0	21 11 0	21
3	34	1000	22 10 0	32 0 0	27 11 0	27
3	44	1000	22 10 0	47 0 0	41 11 0	41
4	25	1000	27 0 0	25 0 0	20 19 0	20
4	35	1000	27 0 0	32 0 0	26 19 0	26
4	45	1000	27 0 0	47 0 0	40 19 0	40

The next division of profits will be made in November, 1848.

Persons may pay their premiums annually or by quarterly, half-yearly, or monthly payments, and may have the option of applying the profits in reduction of future premiums, or of adding them to the sum assured.

The report of the directors to the Sixth Annual Meeting of members, held on the 30th inst., may be had on application at the office.

ROBERT WARDS, Secretary.

Dec. 19, 1844.

CHARGE OF MURDER.—The evidence given to the coroner's jury, by the officers of Addiscombe-road Farm, for an adjourned inquest, resumed on Saturday last, when it was contended that a strike would take place at many of the pits in the neighbourhood, it appears, however, that the matter has been amicably arranged between the masters and men, the latter having resolved to submit without the wages of sixpence in the shilling.

LOCOMOTIVE ENGINES WANTED.—NORTH WALES MINERAL RAILWAY (CHESTER TO WREXHAM).—WANTED, by the NORTH WALES MINERAL RAILWAY COMPANY, FOUR LOCOMOTIVE ENGINES and TENDERS.—Descriptions, and all other particulars, may be seen at the company's offices, 62, Moorgate-street, London.

Tenders to be sent in to the secretary on or before the 8th of January next.

The directors do not bind themselves to accept the lowest tender.

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By order,
GEORGE KING, Secretary.

62, Moorgate-street, Dec. 4, 1844.

LINCOLN, YORK, AND LEEDS DIRECT AND INDEPENDENT RAILWAY.

Provisionally Registered under the Act 7 and 8 Victoria, cap. 110.

Capital £1,500,000, in 60,000 shares, of £25 each.

Deposit £1 10s. per share.

PROVISIONAL COMMITTEE.

The Right Hon. the Earl Fitzwilliam, Wentworth House, Yorkshire
The Right Hon. the Lord Mayor of London
The Vice-Chancellor of the University of Cambridge
The Mayor of Cambridge
The Mayor of Ripon
The Mayor of Pontefract
Hugo Charles Meynell Ingram, Esq. Temple Newsam
J. K. Atkinson, Esq. Elmwood House, Leeds
J. R. W. Atkinson, Esq. ditto
William Singleton, Esq. Leeds
William Cadman, Esq. Leeds
Richard Harrison, Esq. Leeds
John Hatfield Gossip, Esq. Hatfield House
William Parker, Esq. Hazlethorpe House, Bourne
The President of Queen's College, Cambridge
Mr. Henry Edlin, Bull Hotel, Cambridge
William Vickers, Esq. 12, Somers-street, Hyde-park, London
James Smyth, Esq. Ramsey
George Game Day, Esq. St. Ives
Alderman Farncomb, London
Major Adair, United Service Club, London
Samuel Stafforth, Esq. Ramsey
The Rev. Yate Fosbrooke, Ramsey
Mr. John B. Vigh, merchant, St. Ives
M. S. Osborne, Esq. St. Ives
William Rastrick Vickers, Esq. 32, Baker street, London
William Jackson, Esq. Lofthouse, near Sheffield
George Knowles, Esq. Manchester
(With power to add to their number).

ENGINEERS.

George Leather and Son, Leeds; and Sir John Macneill, LL.D., F.R.S.

BANKERS.

London—Prescott, Grote, and Co.; and Masterman and Co.

Country Bankers to receive Deposits.

Cambridge—E. and C. J. and G. R. Foster and Co.
Hertford—Prentice and Co., and at their branches.
Lincoln and Gainsborough—Lincoln and Lindsey Banking Company.
Doncaster—Sir W. Cooke, Bart., Childers and Co.
Pontefract and Wakefield—Leatham, Tew, and Co.
Sheffield—Union Banking Company.
Leeds—Beckett and Co.; Brown and Co.; and Yorkshire Banking Co.
York—City and County Banking Company

SOLICITORS.

John Blackburn, Leeds.
Robert Henry Anderson, York.

Local Solicitors.

James Quilter	Lincoln.
Samuel Bellamy	Gainsborough.
F. H. Cartwright	Bawtry.
Frederick Foljett	Doncaster.
John Wilson	Goole.
W. and T. Clough	Pontefract.
John Tyas	Barnsley.
Horsfall and Harrison	Leeds.

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PARLIAMENTARY AGENT.

G. H. Lang (late H. Park street), 37, Great George-street, Westminster.

LONDON AGENT.

William B. James, Basinghall street.

This line of railway is brought before the public under the auspices of some of the principal landholders through whose estates it is intended to pass. It will form a communication, almost as direct as a line can be drawn, between the terminus of the proposed Cambridge and Lincoln Railway, at Lincoln, and the Great North of England Railway, at York—with branches to Doncaster and Leeds.

The total length of line, including branches, will be about eighty-eight and a half miles—of which the main line from Lincoln to York will be fifty-eight and a half miles—the Doncaster branch thirteen miles, and the Leeds branch seventeen miles.

A mere inspection of the map will show, that—while it obviates the objectionable interference with rested rights contemplated by the London and York and the Great Northern lines, by their proposed interposition of a third line in the narrow tract of country lying between the London and Birmingham and the Northern and Eastern Railways for the first fifty miles from London, at a cost of two millions—it affords equal, if not superior, facilities as a direct line between London and York, and thence to all parts of the north, as well as between London and Leeds, and the important manufacturing districts of the West Riding of Yorkshire and Lancashire.

The main line will commence at the city of Lincoln, where a station will be formed in conjunction with the Cambridge and Lincoln Railway, or independently of that line, as the respective committees may decide, of the Board of Trade may suggest. The line will then pass through or near the populous villages of Saxelby, Burton, Scar, Willingham, and Lea, to Gainsborough; it here crosses the Trent, and a station will be made close to this important town. The line will then pass near to Blyborough, Hayry, Misterton, Epworth, Wroot, Sykehouse, Snaith, and the south, with an inexhaustible field of the finest and best quality, and can be delivered at the mouth of the Humber and Tees at a cost of two shillings per ton.

The Leeds branch (which might rather be termed a main line than a branch), diverges from the direct north and south line near Sykehouse, and, after passing Pontefract, Wakefield, Wortley, and Rothwell, where it intersects an extensive field of the finest line for agricultural purposes, passes through the town of Pontefract, and joins the North Midland Railway at the Normanton station, entering there the Manchester and Leeds and the York and North Midland Railways—and thus opening a communication, and only with Leeds, but with the whole of the important manufacturing districts of the West Riding of Yorkshire and Lancashire.

This line will not only form an eligible mode of communication from north to south, but, by means of its branches and connections with the contemplated railway above mentioned, and with the railways already executed, will open out the most desirable route between the manufacturing districts, whose centres are Manchester, Leeds, and Sheffield, and the Ports of Hull and Goole, the most convenient shipping ports for Hamburgh and the whole of the continent of Europe.

From the annexed statement it will be seen, that the gradients, both on the main line and the branches, are extremely favourable:—

Of the fifty eight and a half miles of the main line—
Forty four miles have gradients under five feet in the mile (1 in 1056).
Seven miles more have gradients not exceeding ten feet per mile (1 in 528).
The remaining seven and a half miles have gradients between ten and fifteen feet per mile.

Of the thirteen miles of the Doncaster branch—
Seven and a half miles have gradients under five feet in the mile (1 in 1056), and no gradient exceeds ten feet in the mile (1 in 528).

Of the seventeen miles of the Leeds branch—
Five miles have gradients under five feet in the mile (1 in 1056).
Five miles have gradients between five and a half feet in the mile (1 in 961).
And no gradient exceeds fifteen and a half feet in the mile (1 in 341).

There is no tunnel whatever, either on the main line or either of the branches.

There is no tunnel whatever, either on the main line or either of the branches.

There is no tunnel whatever, either on the main line or either of the branches.

EASTERN COUNTIES RAILWAY COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the proprietors of this company will be HELD at the London Tavern, Bishopsgate-street, London, on Thursday, the 9th day of January next, at One o'clock in the afternoon precisely, for the purpose of receiving from the directors a report upon the subject of the further lines of Railway or Branches proposed to be made by this company, and of the lines proposed to be made by other parties affecting this railway; and for the purpose of considering such report, and of adopting such measures in relation to the matters thereof, and to the capital necessary to be provided in respect of the said first-mentioned lines, or any of them, as to such meeting shall appear expedient.

And notice is hereby further given, that the said meeting will also be held for the purpose of authorising the Eastern Counties Railway Company to issue Extended Shares, carrying 5 per cent. Interest in perpetuity, in payment of the purchase-money for the Eastern Counties and Thames Junction lines.

HENRY ROSANQUET, Chairman.
THEODORE W. RATHBONE, Deputy Chairman.

Offices, London Terminus, Dec. 12, 1844.

NOTICES TO CORRESPONDENTS.

NEW SYSTEM OF RAILWAY AND CARRIAGES.—In answer to several correspondents, we may state, that the model of Major Purby's proposed Improvements in the Construction of Railways and Railway Carriages can be inspected at any time, at the office of the *Mining Journal*, 26, Fleet-street.

We have received the particulars of a very disagreeable affair which took place in Pearce's coffee room, Truro, on Saturday week, between Mr. E—— and Mr. P—— M——. We are glad the worthy host had the power of restraining the gentlemen from further degrading themselves, and trust this brief allusion may be the means of preventing a recurrence of such conduct.

Received.—J. E. P. on the Hydraulic Railway—Mr. James Cadman, on Ventilation—R. Walker, on the Economical Coal Riddle—A South Wales Collier, on Gas Clocks—Supply of Pure Water to the Metropolis—Railway Statistics—R. W. (Belper)—A Large Shareholder (Liverpool).

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, DECEMBER 21, 1844.

CHRISTMAS—Aye! Christmas has again come, and, with it, all those associations of kindly feeling which we feel assured may be claimed by those who may peruse our columns. Christmas brings with it a cold air, but it renders not our feelings less warm, in returning our sincere thanks for the assistance afforded to us by correspondents, and the favour we have met with—which, if not deserved, was, at least, our endeavour to merit—from the mining interest. Let us, then, again say to them—to our kind supporters and subscribers—"a merry Christmas, and a happy new year."

The past twelve months have teemed with many important results as affects mining; while we lament to add, the cheerful fireside is wanting the father or the brother, whose lives have been lost from the fearful accidents in collieries, as recorded in our columns. The widow and orphans may, perchance, be now in the Union; they may be separated in life, as are they separated by death, in losing their only protector. Let us, then, impress upon our readers the important duty which devolves upon them, as embarked in mining adventures, of protecting the humble working miner and collier. While that they are in the enjoyment of the festivities of the Christmas board, let it not be forgotten that the widow and children of the collier and miner may want even the warmth of that fuel which was furnished by his labour, but who is now cold in his grave.

Why not at this season establish a colliers' and a miners's fund, to provide for those who are are left without help or protection?—there shall be no cause for complaint on our part, in advocacy of such an institution; and, as a "Christmas Offering," we have only to say, we shall have pleasure in presenting our subscription of twenty guineas, as a test of our sincerity.

The letter of a correspondent on subject of the cost-book system, or rather the abuses which would appear to emanate from its adoption, induces us to offer some remarks on the question put forward, as one of general interest to all parties embarked in mines, and more especially as affects the position of brokers; regretting, as we do, that a charge so serious should have been made by our correspondent—there being evidence of not only a want of business habits, but also want of principle. We are well aware these are harsh terms to use, and with a knowledge of the parties, for whom we entertain a kindly feeling, we should not apply them; but it must be remembered that when cases like the present are brought under our notice, we can know no party. The facts must speak for themselves.

It is to transactions of this nature that we are to attribute the bill of "Pains and Penalties" which has been passed affecting Joint-Stock Companies, which, however imperfect in itself, has certainly for its object the protection of the adventurer. But, let us see how it applies in the present instance. "No how," as they would say in the west. The Act does not apply to miners worked on the cost-book principle, and thus the instance before us does not come under the provisions or clauses of the Act of Parliament. It, however, affords an instance of the necessity of some legislative measure which might be (as we regret to find this is not) able to touch the present case—while we believe, in many other instances in this Act, it will be found, that neither penalties can be enforced, nor the several clauses be found to "dove-tail" one into the other.

The subject, however, of the Joint-Stock Companies Act must stand over, with the scheduler matter, for another week, when we promise it shall meet with every attention—absence from town, although not negligence of "mining pursuits," having claimed our time, but the results of which we *hope* to place before our readers on an early day.

The report of the proceedings at a meeting of shareholders in the Trefoil Mining Company call for remark—the *report* made by the chairman being such as to leave us no longer in doubt as to the necessity of Parliamentary interference. We have not much space to devote to the question, nor are we inclined to enter into details, for the main features which present themselves, as taken from the address of the chairman, are in themselves sufficient to convince shareholders, that, if they expect their affairs to be well directed or managed, they must look closely to it themselves. But, to the facts.

It appears, that the Consolidated Trefoil Mining Company (not consolidated, by the bye) consists of some 3000 shares; that a call of 10*l.* per share was made some months (nay, we do not know whether we might not use the term years) ago, and which had been responded to by certain of the shareholders, if we mistake not, to the extent of 2500 shares; but—and to this point we particularly direct the attention of our readers and the shareholders, as that they may know with whom they are associated—those of the directors have never paid their call of 10*l.* per share, although they had made a further call of 5*l.* Who, it may be asked, are the parties who would thus act so disgracefully? We will answer the query; and let this be considered as the first case of exposure of any such transactions which may come under our notice. Mr. HAYFIELD, the expectant City Chamberlain, as chairman of the directors, we find has not paid a shilling on the call made on his shares; Mr. RAWLINSON, a Government contractor, a jobber in mines, and a highly respectable gentleman, has not paid upon his; and then comes we have her Majesty the QUEEN'S lythographer, Mr. WYLD, of Charing-cross, who, acting as director, and holding as many shares as would realise some 5*l.* or 10*l.*, bills the proprietors that he must refer them to his lawyer for the recovery of the call due.

Such is, we were nearly saying, London management; however, we hope it may be considered rather as an exception. That it is a disgrace there can be no doubt, and we trust that an exposure like the present will have the effect of making men ashamed, for we will never allow them to escape, where (if not a want of principle) a neglect of duty is thus manifested.

ORIGINAL CORRESPONDENCE.

THE STEAM WHISTLE—EXPLOSION OF STEAM-BOILERS.

SIR,—The subject of the "steam whistle," as a guard against accidents in steam-boilers, having been freely discussed in your valuable Journal, and as I stated in my last communication to your correspondent, "Fly-Wheel," that there existed a more efficacious method of preventing such accidents, you will, perhaps, be kind enough to allow me space sufficient in your columns to give a full explanation of it; and, as it must be deeply interesting to almost every one, both as regards the safety of life and property, I hope you may deem it worthy your serious consideration.

The causes which produce the explosion of steam-boilers are at this day well understood to be, either deficiency of water, or a gradual accumulation of steam, and consequent over-pressure, proceeding from want of action in the safety-valve; that steam alone will cause a boiler to explode, is beyond a doubt, though some hold a theory in which hydrogen gas is made the agent; this is without foundation. The experiments of the Franklin Institute, and of the philosopher, M. Arago, have proved that hydrogen gas formed in a steam-boiler will not explode, both from the deficiency of air—a necessary constituent to make it ignite—and from the aqueous vapour contained in the boiler, rendering the gas impure (common coal gas is highly inflammable, but it must first be mixed with a certain proportion of atmospheric air). The above experiments also proved that *time* was necessary to explode a boiler—or, in other words, to generate sufficient steam to produce that effect—while the opening of the safety-valve invariably lowered the temperature of the steam, and, consequently, prevented the explosion. These are facts, and, as such, afford a sufficient data to proceed upon. They were admitted by three eminent engineers appointed to award the Glasgow premium of 200 guineas for the best method of preventing explosions, and their decision was made on these grounds. It may be taken for granted, therefore, that the most rational mode of proceeding in such cases is to open the valve sufficiently a certain time before such an occurrence can take place by means of a self-acting apparatus, not liable to derangement, or as nearly infallible as human ingenuity can make it; how far this is effected in the apparatus I have to describe you will judge for yourself. In the boiler is placed a malleable iron float, sufficiently strong to bear the pressure put on any steam-boiler; its form is elliptic, with flat ends, and rivetted together with angle irons; to this float is attached a rod, passing through a guide inside the boiler, through a stuffing-box on the top of the boiler, and a certain distance above this a strong brass nut or stop is fixed on the rod. The weight of the iron float is 85 lbs., and its buoyancy 25 lbs., and it is about five times more powerful than the common stone float. To the valve lid, by means of a short connecting rod, is attached a lever, of proportions about four to one, so that a small weight placed on the extremity is sufficient to raise the valve and load; in this extremity is an elliptic hole, through which the float rod is passed previous to fixing on the nut or stop. The action is simple; the float rises and falls with the water in the boiler; when the water lowers to a certain point, the nut or stop comes in contact with the lever, and the weight of the float gradually lifts the safety-valve; on restoring the water the float rises to its original position, leaving the valve perfectly free to act in its ordinary manner. The utility of this float is very great in two ways—first, its perfect action in indicating the quantity of water in the boiler, a matter of great importance; and, in case of deficiency and consequent danger, it relieves the pressure, and would ultimately empty the boiler of steam, did not the violent noise of the steam blowing off at the safety-valve call the attention of the persons employed around. It is almost needless to say that the friction upon a small brass rod passing through a brass stuffing-box is quite insufficient to support so large a weight, and so prevent the float descending.

I come now to accidents occasioned by derangements of the safety-valve, where a pressure is produced greater than the boiler is intended to work at, or to bear. The principle on which the apparatus intended to prevent these accidents is constructed is a very common one—that of the mercury guage; and, as it depends, like the float apparatus, on the law of gravity, not likely to get out of order. It may be thus described:—A lever similar to that used in the float apparatus is attached to the valve; underneath the extremity, and fixed on the boiler, is a small cylinder of about four inches diameter, in which is fitted a brass piston, lightly packed, with a stalk passing through a hole in the end of the lever; on this stalk is fixed a nut, which, when the piston is raised, comes in contact with the under part of the lever. An iron gas pipe, bent in the form of a syphon, is placed in the boiler, its longest side passing through into the above-named cylinder, and finishing about an inch below the brass piston; into this pipe is put a column of mercury, calculated to the pressure intended for the boiler, or, rather, from five to ten pounds more, as may be thought proper. If the pressure on the boiler should get beyond the load on the safety-valve, the column of mercury is increased in height at the rate of two inches per pound pressure, until it arrives at the upper extremity of the syphon pipe; it then flows over into the cylinder, which, decreasing its weight, enables the steam to force it altogether out of the pipe, and thus form a communication between the boiler and the cylinder. The piston is now exposed to the same pressure of steam as the boiler, and is, consequently, forced upwards against the lever, which, being connected with the valve, and acting in concert with it, lifts it, and allows the steam to escape. When the pressure on the boiler is relieved, a small ping is unscrewed, and the mercury returns back into the syphon pipe. These apparatus are applicable to all descriptions of boilers, and, by a peculiar contrivance, the float may be applied to the boilers of sea-going vessels. They are well tried, and are quite as good in practice as in theory, and are becoming universally used in this neighbourhood—while their small cost places them in the reach of all who use steam-boilers.

THOMAS LANDELS, Engineer.

Newcastle-on-Tyne, Dec. 14.

VENTILATION OF MINES—THE STEAM-BLAST.

SIR,—As your pages are open for all communications that in any way tend to benefit the public, and even for such as refer to questions of public importance, and which have improvement for their object, I take the liberty of addressing you on a subject now much agitated—the ventilation of mines. For their proper ventilation, there are two important points to consider:—1. The determination of a sufficient quantity of air through the mine for the general purification of the workings. 2. The direction and distribution of the current of air through the mine, to insure the purification of every portion thereof.

These two conditions being acknowledged as indispensable requisites, it is evident that, unless both are efficiently realised, we cannot expect to prevent those awful explosions which from time to time take place, and which so entirely excite the sympathy of the public, and the exertions of the ingenious to discover means for the prevention of similar disasters; and that unless the second and most difficult point—the distribution of air through the works—is properly performed, it is insufficient to say that any given quantity of air is passed through the downcast and upcast shafts, as that circumstance alone will not be sufficient, it being possible to pass through a mine much more air than is sufficient for its purification, without producing any beneficial effect upon those particular points where ventilation may be required. Such, indeed, is the difficulty encountered in removing the noxious gases that accumulate in certain localities, that it is considered to be next to an impossibility to remove them, and the men are, therefore, compelled to work in an atmosphere vitiated by those gases, not because their presence is not known, but because the usual methods of ventilation have failed. Under such circumstances, the Davy lamp, or some other safety lamp, is used with more or less danger, as the only means of carrying on the works at that point. Day after day, and week after week, the working in these conditioned, the miner being every minute more or less exposed; the evil increases, and, finally, an explosion is heard of through the public journals. I refer to those reported only through the public papers, because we only hear in this way of those accidents that are fatal to human life, but the less important ones that occur are never heard of, although they also denote that certain mines are in an unsafe state for men to work in. It is not the explosive gas, carburetted hydrogen, or fire damp, that alone is fatal; an excess of carbonic acid or choke damp, which, being heavier than atmospheric air, occupies the lower parts of a gallery, is equally fatal, and is more or less to be found in every mine, being even more difficult to get rid of than the explosive gas. If the number of men who have work sick and left of pain, in consequence of having worked in this impure atmosphere, were to be made known, public sympathy would be quite as much excited by their lingering illness and frequent death, as it is by the appalling explosions we hear of so frequently, and which put a stop to the ordinary system of ventilation in the collieries for the principal portion and main galleries of a mine, and supposing the danger to be confined to certain well-known other portions that cannot be ventilated by the ordinary method, I would propose that a separate system of ventilation should be adopted for such dangerous spots, quite independent of the main ventilation, and by means of which pure air might be directed to any particular spot where it might be required. For this purpose, the fan, the air pump, or, probably, with more economy and efficiency than any other, *the steam-blast*, might be employed at the mouth of the shaft, and the noxious gases conveyed through wooden troughs constructed for their extraction, and for the conveyance of pure air. These blasts might sometimes be advantageously placed at the bottom of the upcast shaft, the steam being generated by the small coal would cost very little, particularly as no machinery would be required to determine the blast, and having thus always at hand the means of directing pure air to any part of the mine, and of extracting therefrom the noxious gases that may have accumulated; the men might be set to work without the least fear of accident, and with the certitude that their general health would at the same time be provided for. I am aware that the steam-blast has not always been found efficient as a means of determining a strong blast, but having myself had occasion to make various experiments with it, I can confidently assert, that, when properly constructed, it will be found to be in all cases powerful and economical. Should this letter be considered deserving of a place in your very useful Journal, you would greatly oblige me by inserting it.

H. H. EDWARDS.

Regent's-park, Dec. 17.

VENTILATION OF MINES.

SIR,—In the last Number of the *Mining Journal*, I perceive, in a communication of Dr. Murray's, that he infers from the letter of the secretary of the South Shields Committee to Sir Robert Peel on the Haswell explosion, that that gentleman confines his views for improving the present destructive system of mining to ventilation alone. Now, Dr. Murray is well acquainted with the *Shields Mining Report*—for his clever pamphlet, dedicated to Lord Ashley, which I have seen, is chiefly illustrative of it, and is addressed to its authors; then, there he will find, that, in common with those gentlemen, Mr. Mather extends his views further than ventilation alone. In it, amongst other matter, there is the draining of gas from the underlying coal by drifts, as suggested by Mr. Ryan (whose principle the learned Doctor states he is about to sustain), fully explained and recommended, as well as other essential improvements for bringing the mines into a safe and healthy condition—beneficial alike to the proprietors, and advantageous to the country. That report, so generally approved, assumes, first, ventilation as the great spring of action, source, and induction, to every other improvement; for, with ventilation, deserving of the name, there can be no doubt that the mines may be brought into a safe and healthy condition, but without it never, though all the other suggestions were adopted; it is the principle—they are the important auxiliaries. In that opinion, I, as an old practical man, am happy entirely to coincide.

S.

Newcastle, Dec. 18.

VENTILATION OF MINES.

SIR,—Your correspondents, "B.," and "A South Wales Collier," have mistaken the few remarks I was induced to make on Mr. Deakin's communication relative to that gentleman himself. I assure him and them that nothing derogatory to his experience, and practical knowledge in the field of mining operations, in which he has been engaged, was at all intended. It was meant merely to infer, by way of strengthening the position, that short air courses were the best, and generally most approved—that Mr. Deakin's recommendation of a lengthened continuous stream of air through passages extending, perhaps, forty or fifty miles, was erroneous—and that he could not have had experience in mines of that description, or he would not have so recommended. That gentleman and his friends may believe me when I state, interested as they may naturally suppose me in the system that exists in the north, that I am happy to see men of Mr. Deakin's experience and practical character endeavouring to excite the public mind, and enlighten it, on the important subject of mine ventilation, big, as it is, with the health and lives of thousands. "Overman" as I am, had Mr. Deakin made himself clearly understood, as represented by your correspondents, to mean for the north and mining districts generally, more frequent shafts, and shortening the air courses, you would not have been troubled with any remark of mine—for in these I confess to agreeing with him, and that in this otherwise skilful mining district their want is our chief opprobium.

AN OVERMAN.

Newcastle, Dec. 17.

EXPLOSIONS IN COAL MINES.

SIR,—I cannot but think that the "splitting" and severing the atmospheric current into branches and ramifications, and apportioning certain parcels to various air passages—thus destroying the homogeneity of the atmospheric column, and distracting its continuity—is one of the most serious evils of the plans of ventilation so prevalent in the north, and betrays an utter ignorance of the statics which overrule the laws of aerial fluids. When I combine with this consideration, the dispersion of furnaces in various parts of the mine, and the sifting of the air current through trattices, stoppings, and trap-doors, with the resilience of the current on the constant opening and shutting of the latter, I can only "confusion worse confounded," and "madness without method," and all this going on in an extent of labyrinthine windings and convolutions, in an aggregate extent of fifty or sixty miles, with only one downcast shaft, and one discharge or upcast shaft, I cannot wonder at explosions. Even with the air travelling at the rate of *eight* miles an hour, seven hours must elapse before it has swept through the mine. More shafts are imperatively necessary, and Mr. Mather has demonstrated that necessity as clearly as any problem in Euclid. One continuous air current, moving in a homogeneous column towards one focus, at the mouth of the upcast shaft, is clearly the only consistent, safe, and compatible plan of ventilation. I heartily echo the language of "A Miner"—"Save us from Government inspectors," if, like Mr. Stotchbury, they can approve the mockery of the laws of ventilation, exemplified in the workings of the Haswell Colliery. "Nothing had been spared—nothing left undone for the effecting a due and sufficient ventilation!" Indeed!—Verily, then, "there must be something rotten in the state of Denmark!" The "Overman" has uttered a sound truism, in his joining Mr. Mather in an imperative call for "short air courses."

Thus, then, the question resolves itself into a "nutshell" argument—either that "able pitmen and viewers" (the late Mr. John Buddle), and Mr. Mather, whose sentiments and opinions, are at once lucid and incontrovertible, are wrong; or Mr. Stotchbury and Mr. Thomas Forster are so. "Pause-by" cannot escape from the horns of the dilemma. The enlightened mind will be at no loss, however, to determine which side the balance will incline—albeit, the said Mr. T. E. Forster is, in his wisdom, pronounced "the ventilation of the whole pit to be as perfect as could be accomplished by any known means." "A Miner" is perfectly right in saying that the drought in the upcast shaft is no index whatever to the salubrity of transit through the air passages—a conclusion entirely warranted by the phenomena of the drains of an air column. He is also quite right in saying that to provide for the widows and orphans, the melancholy result of the Haswell Colliery explosion, was a *duty* on the part of the proprietors, and, I will add, a sacred and solemn and impressive one, too!—and even Lord Londonderry told them as much, when he subscribed 100*l.* towards their relief. Would that the public pondered well the number of victims which fill up the ranks of suffering and woe of misery—*thirty widows, sixty children*, and those, too, irrespective of *aged parents!* The heart sickens at "Pause-by's" every estimate of bleeding affections, and heart-strings torn, by the cold arithmetic of vulgar fractions! I really rejoice that so many "labourers" in this interesting field of inquiry have been stirred up, and now figure in your columns, and rejoice that we possibly a majority are ranged on the side of justice, and in the cause of humanity. The genius of our country will assuredly crown with her civic wreath, the victor in this happier than Grecian or Olympic game—I thank thee, Hercules, for that word!"

MR. J. D. STAGG has recommended the illumination of mines by the electric light in veins. Listing is right, for it had been already proposed by Sir H. Davy. Mr. Mather, to his rejoinder to Sir Robert Peel, &c., declines, agreed, in saying that the flattering or compressing of the wire gauze would not afford the otherwise questionable security of the "Davy lamp," and that the rupture we would more likely to have been occasioned by the explosion, than to have occasioned it. I confess that I was alarmed at the proposition of the fire blast by Mr. William Brown, detailed and experienced at the proposition of the fire blast by Mr. William Brown, detailed and experienced at the proposition of the fire blast by Mr. William Brown, detailed

per hour!—and what miner could withstand the blast of this subterranean tornado? Under existing circumstances, with only one downcast and one upcast shaft, it would not only be of no avail, but make a bad worse, by unduly filling up the measure of explosion. J. MURRAY.

Hall, Dec. 10.

W. REID CLANNY.—THE SAFETY LAMP.

SIR,—I have just seen a letter addressed to you, and signed "W. Reid Clanny." "The safety lamp" applies exclusively to the invention of Sir Humphry Davy, and, therefore, "W. Reid Clanny" has no right to appropriate the expression to himself. "W. Reid Clanny" seems sensitive at any allusion being made to the commercial array of his inventions; but, surely, it may be reasonably asked, why an unending series of progression, if any one of that series had a valid title to the name "safety lamp," and met all the conditions and requirements of safety in the contingencies of mining? The concluding observation being incomprehensible, I must leave it as I find it.—*Hall, Dec. 17.* J. MURRAY.

P.S.—Of the entire paragraph quoted, the following words comprise the sum and substance of all that follows, direct or indirect, to "W. Reid Clanny;" "—" Dr. Reid Clanny, for instance, has turned off some half-dozen or more of all degrees of comparisons—'good, better, best.'" Whatever individuals may do, the public know nothing about Clanny lamps.

EXPLOSIONS IN COAL MINES.

SIR,—From the observations I have already made, almost upon obvious, that, as far as ventilation is involved in the question, the great desideratum in the counties of Durham and Northumberland is the superlative one of more shafts; and that it is utterly impossible, under the present system, by possibility, to avoid explosions. They will occur, and must continue to do so, in a fearfully increasing ratio. With such an extent of workings and air passages, with all the air that can be driven down the shaft, it is impracticable, in the nature of things, to sweep away the "fire damp" as rapidly as it is generated, and, if this is not accomplished, nothing is done. In the Felling Colliery, if I remember right, the workings extended to nearly seventy miles! What marvel, then, that, within the limits of nine months, in two explosions, 130 victims should be sacrificed to the Moloch of ignorance? Under the present system, by propelling air down the shaft, you only fill up more rapidly the measure of explosion. Let it be remembered that explosions and simple inflammation are not synonymous, or one and the same. Hydro-carbonate, or "fire damp," combined with atmospheric air, will inflame when ignited, but will not explode. The limits of the explosive range are these:—When the "fire damp" is mixed with atmospheric air, and constitutes from one fifth to one fourteenth of the latter, and beyond those limits, explosion will not take place. It is, then, the commingled "fire damp" and atmospheric air which explodes, and this explains how it happens, that, under the present system, increasing the velocity of the air current, with only one upcast shaft for such interminable convolutions of air passages, will only tend to the multiplication of explosion. The cause of explosion in the recent frightful catastrophe at Haswell is so obvious, that I am surprised that any one should have a conscientious doubt about the matter. In "drawing the jud," as it is termed, the fall of the block of coal liberated a vast measure of "fire damp," previously pent up in some cavity, or interspersed among the interstices of the coal, and the simple fracture of coal is known to liberate "fire damp," where it obtains. On the fall of the coal, the gas would be instantaneously forced into a divergent circle, would propel the flame through the "Davy lamp," and the contact of atmospheric air moving, we are told, at the rate of eight miles an hour through the air galleries, would simultaneously and instantaneously complete the measure of explosion. Let it never be forgotten, that an air current will compel the flame of the "Davy lamp" to pass the wire gauze, whether that wire gauze be cold or hot; and not merely, as Edward Fenwick, clerk viewer, ignorantly stated in his evidence, when he said, "the strength of the air might force the flame through when it is red-hot!"

On looking calmly and carefully over the evidence on the inquest connected with Haswell Colliery, I am grieved to confess, that the impression made on my own mind is a most painful one—right or wrong, it is not for me to say—I only wish I could get rid of it. To me, it seems somewhat as if there was a conditional, inclined with a feverish solicitude, on the part of Messrs. Thomas Emerson Forster, Faraday, Lyell, Stokesbury, &c., to exculpate the proprietors of the Haswell Colliery. Why this excessive anxiety?—Does it not betray something wrong?—Has the part not been overacted? or, rather, has not the part of *Hamlet* been left out altogether?—Why object to Mr. Matthias Dunn?—Why object to that enlightened, and, I will add, scientific, philanthropist, Mr. Mather?—Why stifle the voice of truth in the person of Mr. James Ryan? I cannot answer these questions—I only know how they might be answered.

The question is not whether the Haswell Colliery be or be not among the best conducted merely in the counties of Durham and Northumberland, either in ventilation, or mode of working the coal; but whether it is the best, or among the best, acknowledged by the sound and legitimate principles of enlightened science. The former is the cramped question of local competition—the latter is the only rightful standard of legitimate appeal. In my next I will refer to Mr. Ryan, and abandon the question once for all.

Hall, Dec. 17. J. MURRAY.

MR. RYAN.—VENTILATION OF MINES.

SIR,—It is not possible with the long-hairs, &c., admitted in evidence, that the stream of air could have flowed uniformly through Haswell Colliery. In some parts it must have been sluggish, in others more rapid, and in others eccentric and eruptive-corrosive, and have met there conflicting or contending currents. A calm and dispassionate consideration of the evidence of Mr. Wood and others is quite conclusive on this point. It seems that Mr. Mather *should have suggested some plan for sweeping away the accumulations*, and still recommending *hydro-carbonate* from the fiery goaf. So, then, the "chain fuse" appears at last; and it is at length admitted that the goaf was charged with "fire damp." Mr. Mather has nobly done his duty; he has proved that this paragon of pits was not what it ought to be to home, and this is, through unconsciously and subconsciously, finally proved—*pulvinus pat mortal fired*. All this only proves to us that in a fiery mine the *great principle must ever be a dangerous one*, and that an entirely new system of working is imperatively called for, and essentially necessary. So, then, it seems now acknowledged that the goaf plan is wrong, and Mr. Taylor proposes a remedy in the *long wall system*—from "bad to worse!" Whence this confusion, and deathful anxiety, now the change?—Verily! Mr. Taylor, "there is treason in the cluny!" Surely, Mr. Taylor must know that "*choke damp*" (*carbonic acid gas*) is one thing, and "*fire damp*" (*hydro-carbonate*) another, and their antagonistic specific gravities clearly point to *different* systems of working the mine in which they respectively occur.

That a case is made out for an entirely new system of working a "fiery" mine seems to us palpable as the fact of existence. If the success and safety of Mr. Justice Ryan's plans had not been clearly demonstrated, and that by a "cloud of witnesses," as powerful in attestation as to leave nothing to be desired, we might wonder at the hesitation and reluctance exhibited by coalowners to their adoption. Is not that "waves of corruption" at work? Is there no system, no *ruling*, influence in this matter?—No juggler behind the scenes (*wink*)—nothing, with bad "will could waive," sway whisper you? Has not Mr. Ryan been a "practical man" for thirty-six years? Is a fair opportunity, in all other instances,—has it not addressed such an overwhelming mass of evidence, in a list of "practical men," who have adhered to his principles and system, that the most "style embracing has not a sympathetic left?"—Has he not invariably cleared all the mines of "fire damp" with which he has ever been connected; and, when explosions have happened, are they not now undertook [illegible] and a "Committee" and his conference" the first he has had to cast truth and justice and humanity?

Nothing can be more simple and beautiful than the basis of his system, and the principles which guide Mr. Ryan's operations. It is known and acknowledged, that "fire damp" proceeds as we approach a "dook" or dyke. Mr. Ryan finds that the natural rent or cranage of the coal is right angles with these walls of basalt; he, therefore, makes a gate drift parallel with this dyke. The fire damp will naturally discharge itself from every rent into this gate drift, which, being a plane inclined from the centre, the gas will, in virtue of its own low specific gravity, ascend, and be dissipated. Surely, this system, founded on the immutable laws of Nature, must commend itself, and finally prevail over combined prejudice, ignorance, and error. The time has been, in our "primy days," when a colliery owner's practical creed was a sum; "Dust and the angel of destruction, I annulled the results." I never think leading viewers will be quick, unless, at length enlightened, by science, and the right owner's (the landlord's) [illegible] Facts will have done with the subject. J. MURRAY.

Hall, Dec. 19.

SMITH'S PATENT WIRE ROPE.

SIR,—It was only yesterday that my attention was directed to an omission in the advertisement of my patented wire rope, which appeared in your Journal of the 7th inst., and in which Number is inserted my letter on the infringement of my patents by Newell and Co., and also by Hyman and Kaper. I now have to request that you will give insertion to the following "Caution," which ought to have appeared with my advertisement, so that there shall be no ground for objection on the part of those who may use any pirated article, from being subjected to the penalty, which it is my determination to enforce in all cases, after due notice having been given. Until the proceedings pending with Messrs. Newell and Co. are brought to an issue, I shall, however, defer taking any steps; while the "Caution" may be considered sufficient precautionary measure on my part.

White Lion-court, Cornhill, Dec. 14. ANDREW SMITH.

CAUTION.—ANDREW SMITH, PATENTEE of the WIRE ROPE, hereby necessary to inform the public, that the ship Richard Cobden, from Liverpool for China, which was brought into the Cove of Cork on the 16th ult., with her main and mizen-mast gone, the iron rigging having given way, was NOT FITTED WITH HIS PATENT WIRE, but with a spurious imitation of the same.

A. S. considers this serious particularly, as his agents at Liverpool, Messrs. Robertson, Alexander, and Co., had contracted the furniture and outfit of the Richard Cobden, when in the act of fitting her out, "that the rigging would not answer, and that the masts would go in the first breeze." Legal proceedings were instituted against the owners of which as it was ascertained they were fitting the above-named ship with the spurious manufacture, and he is accordingly a witness—which proceedings are now pending.

White Lion-court, Cornhill, Oct. 4, 1846.

[*We regret the "Caution," referred to by Mr. Andrew Smith, should not have appeared with his advertisement, which is attributable to the "copy" furnished; we, however, readily supply the omission on the present occasion, and beg to direct our correspondent's attention to a letter which appears subjoined, on subject of the wire rope.*]

WIRE ROPE.

SIR,—*The application of wire rope, its properties, and economy, have so frequently been treated upon in your columns, that any remark I might make on those points would be superfluous*; still, I cannot allow the letter of Mr. Andrew Smith, who claims to himself the sole patenteeship of this material, to pass unnoticed; and, without the subject be treated upon by some more able correspondent, I have to request the favour of the insertion of my present letter, as it may induce Mr. Smith or others further to contribute information on a point which is considered of national interest, as well as being of individual importance. Being concerned in a colliery in the north, and having had my attention drawn to the advantages of the wire rope, I advised with my partners as to its application on our inclines, as well as for drawing; and, having consulted our engineer (who, although prejudiced in some slight manners at first, now admits the value and economy of the use of the article), we determined on giving us order for 2½-inch, as also 300 fathoms of less diameter for our pits, and which was accordingly supplied to us by Messrs. Newell and Co.; and I must say, nothing could better answer the purpose than the rope we obtained, and which has now been in use upwards of ten months, with but slight abrasure. It appears from Mr. Smith's letter of the 9th instant, that he has cautioned parties in your publication against the use of any other wire rope than that manufactured by him, but I do not understand that parties can be held liable until the point is determined, as to whether Mr. Smith's or Mr. Newell's patent is the right one. I do not know exactly the position in which I am placed, but I consider that I am quite clear of any action for damages from Mr. Smith, as that gentleman has not proved his patent right. As to his caution, Mr. Newell, or anybody else, might just as well say that they give their caution, and then the question is, whose rope can you use with safety? If you take A.'s, then B. gives you a caution, and vice versâ; thus, the use of wire rope would be prohibited, and, while colliery and mine proprietors were precluded from its application, neither one nor other of the patentees would derive advantage. As you will observe, from the few observations I have made, I have no prejudice in favour or against any of the patentees. I only know Newell's rope, and it answers our purpose; but, as to any rivalling between patentees, I think that it is hard parties who have no interest beyond the application of the material should be subjected to a penalty. I trust that Mr. Smith or Mr. Newell, or some of the other parties, will consider the subject one of sufficient interest to themselves and the public to state distinctly the position in which purchasers of the article are placed—and I think, at the same time, that any dispute which may exist between them should not subject innocent parties to injury.

Newcastle-on-Tyne, Dec. 18. A COLLIERY OWNER.

ON THE CONSUMPTION OF SMOKE.

SIR,—As some measure will, doubtless, be adopted by Government for the consumption of smoke in the approaching session, I beg to state, for the information of those interested in the working of engines, that a very simple alteration in the construction of the furnace, effects the desired end; I have two boilers set on this principle, by which a saving of coal is obtained, and no smoke emitted. It is an improvement on an expired patent.—As I have no interest in patenting the improvement, I shall be happy, if you will afford space, in giving you a sketch for an early Number.

Dec. 19. A MECHANIC.

MENDIP HILLS MINES.

SIR,—On looking over your paper this morning, I saw a paragraph in it relating to the Mendip Hills Mines, in which the writer, signed "*F. P.*," makes use of my name. I will thank you to inform me who this gentleman is, and whether he is a shareholder in the mines he alludes to or not. If so, my books are always open for inspection to any shareholder; and he had better come and examine for himself. JOHN WILLIAMS.

Commercial Wharf, Plymouth, Dec. 11.

[We regret that the letter of Captain John Williams arrived at too late an hour to secure its insertion in our columns, it being delivered only by the Saturday's post—too late to meet with attention. We have since been favoured with a further communication from Capt. Williams, which, however, being to the effect as the letter inserted, we do not consider necessary further to notice. "*F. P.*" is known to us, but we cannot say whether he is a shareholder. We are glad that the charge thus made against Captain Williams has been so promptly met—for in all cases of this nature the only remedy is to prevent by any honest mean as to meet the charge, and defy its originators. This, we think, Captain Williams has done, and he will meet his reward, in preserving a clear conscience, and, at the same time, by production of his accounts, convince parties he is not only worthy of confidence in others with which he has been intrusted connected, but such as he may be embarked in, although the profits may be in the perspective.]

THE COST BOOK SYSTEM.—WHEAL ROSE.

SIR,—I see, with pain, an advocate for the cost-book system, and am obliged, in common with the readers of your Journal, for the interest you have manifested on behalf of adventurers in Cornish mines, and occasional exposure of abuses. It is, of course, impossible that you should state all, although I have no doubt you give us information of such as may come under your observation. My object in addressing you is to direct your attention to a case in which I am personally interested, and as it may not be a singular case, your notice of it through your widely circulated columns may have some effect. That there may be no mistake in the business, I enclose you my card, with the names of the parties to whom I refer, and to which I can have no objection you should give to any inquirer—as I think, in all cases of this nature, there should be no concealment, or shrinking perplexed by unnecessary scruples. In the month of April last I purchased of A. and B., shareholders, three shares in Wheal Rose Mine, which were represented to me on the 13th and 14th of that month—the one transfer being for two shares, and the other for one, from the bankers themselves, on which I paid the purchase-money, and the ordinary commission. The transfers were sent direct to the parties, who wrote me on the 16th and 17th of that month, each one lodging the transfer, and informing me of my name having been registered in the cost-book as an adventurer, to the extent of the 3-128th shares. It, however, appeared subsequently, that a part of it, per share had been made previously to the purchase of the shares, and which had not been paid at the time of the transfer being registered. I held A. and B.'s letters, dated 27th August, copy of which I enclose you, by which they undertook to hold me harmless, and to see the call paid, but it is now four months since, and I am put to considerable trouble from time to time; and, in the mean time, I cannot transfer the shares, without I pay the call. Under these circumstances, Mr. Editor, I ask you what I am to do? Please have these lines made of use, per share and oblige

Dec. 19. A SUBSCRIBER.

[There can be but one question as regards the transaction, as mentioned by our correspondent; and having the facts, as well as his statement, before us, we think there should be no delaying on his part in showing the parties, whose conduct appears to us to be so inexplicable, and evinced in the plainest manner calculated to do injury to the character of the mine. We consider the subject to be one of sufficient moment and interest to induce us to offer some observations on another occasion, for which we beg to refer each of our readers to the case—and there are few but who have an interest in the question involved.]

NEW SYSTEM OF RAILWAY AND CARRIAGES.

SIR,—In Mr. Edwards's letter, in your Journal of the 14th instant, fully explains a part of Mr. Arnoux's system which I had not understood (having only seen the *six-wheeled delinement*)—viz., that the guide wheels of the first carriage do and determine the direction of all the following carriages—I was thus led into error on that subject. I trust that, as I believe Mr. Arnoux's system is now undergoing trial at the expense of the French Government, the result may prove as favourable to the system as it seems to deserve. How is it, that, with all our glorious institutions, so little appears to be done by our own Government to assist in trials as to comparative systems of railways?—when the public are upon the eve of subscribing their money to the amount of one hundred millions sterling for the 260 new schemes of lines which are to be brought before Parliament next session. The French Chambers have lately voted a very large sum for the purpose of the comparative trials of railways; but, in the "let alone" system which seems to prevail in England, surely, it becomes a serious matter with the public, who are to travel by them, and whose money will pay for running expenses, and whose lives will be exposed to the dreadful accidents which have, it is lamentable to state, been very fatal and numerous of late, to inquire whether the system of railway conveyance cannot be made both safer and more economical than at present. All are interested in these questions—shareholders and travellers equally. It is evident Government will not interfere in the matter, and, if we may judge from the shameful state of darkness in which the high road from Knightsbridge to Kensington turnpike remains in these long winter nights—although the very lamp posts, gas pipes, &c., are complete along the road—we may draw the conclusion, that the lives and properties of the public are little cared for by those in authority. It is sufficient to state, that the present system of railways and carriages is pregnant with danger, which hardly any care or supervision can prevent, and to the public, therefore, the questions of greater safety and greater economy are of vital importance.

Kensington New Town, Dec. 19. SAMUEL PARLEY.

THE HYDRAULIC RAILWAY.

SIR,—I am glad to perceive, by your last Journal, that Mr. Shuttleworth declines to continue the game at "blind man's buff" with his adroit adversary, "J. B. P." "J. B. P." is as shifty as an harlequin; he gives a poke on one side, and, while Mr. S. is groping in the dark to grapple with him, lo! he is on the other side, and inflicts a wound—calculated, fortunately, to heal the first, by what the faculty would call "*counter irritation*." He commences his attack with a sneer at the invention generally, and asks whether Mr. S. has yet to learn that no would gain power, and not speed, by his hydraulic system. Presently, he veers about, and presents his audience with a picture of the passengers shot out, as from a piece of ordnance, from this great water-gun. Having satisfied himself with the laugh which his caricature is calculated to produce, he holds up Mr. S.'s publication, reflected in his curved mirror, to the public gaze, and, by the elongation of some of its features, and the shortening of others, certainly succeeds in representing it for the time in a ridiculous light. I dare say you, Mr. Editor, as well as myself, have ventured a smile at beholding the effect even on the most beautiful face by reflection in one of those mirrors. It has been Mr. S.'s misfortune not to have had "J. B. P.'s" talent to revise his pamphlet before publication, that some one, at least, might have had the patience thoroughly to analyse the invention, and point out to the public what part of the scheme was contrary to the natural laws of fluids, and thereby at once have stifled the abortion in its birth, instead of holding up the details of the scheme to public ridicule—details which, not having had the test of experience, may in many instances be imperfect, but which are capable of being improved upon, and perfected by practice. Mr. S. must console himself that he is not the first inventor whose scheme has for a long time been subject to the contempt, indifference, or ridicule, of the million, but which at length being supported by some spirited individual or company, has amply rewarded the inventor, and silenced the sneers of its opponents. In short, Mr. Editor, I, for one, should be glad to hear that some public-spirited and monied individual had taken Mr. S. by the hand, and would give his invention a fair trial. He might employ his capital in a much less meritorious way; for, supposing it should not answer to the extent of the inventor's wishes (which I would by no means imply), it might elucidate some property of fluids hitherto little understood, or give birth to a hint, which, followed out, might terminate in an invention of the greatest public utility. B.

December 19.

THE LAWS OF MOTION.—NEW INVENTION.—No. III.

SIR,—My main object being to make the principle of my invention so far known as to elicit from the public a scrutinising examination into its merits, I shall confine my remarks at present to that object alone, deferring a specification of a working machine for a future article. As I have been drawn to this discovery by the suggestions of Nature's laws, I hope that an appeal to the influence of those laws, in proof of the consistency of my theory, will not be found out of place here. In my opinion, all men of good sense, whilst they object, instinctively believe, and often admit, a *self-creating* motion. Ask the astronomer if he believes that the power which puts in motion a heavenly body is the effect of an established law, and he will answer, yes. Ask him, if to give perpetuity to the motion of a body in circuitous action, the force which promotes a straightforward action must necessarily be perpetual—he must answer, yes; because the force which continues to circumvene action opposes indirectly that which promotes a straightforward action. The continued figure which the earth presents draws boldly upon our imagination, for between the cause and the effect the abstract features of motion are strongly delineated. In the contemplation that, mountains were once driven abroad in terrific commotion, in form a bed for an ocean, we are raised above ourselves, and, in the humility of our exaltation, we are fain to raise tiny six-inches, wherewith to compass, or fain try to imitate. Here we see cause create cause. The motion of the uplifted mass becomes the cause of a final effect, which is the contact of the mass with other matter. Thus the action of one force is made to create another distinct force—the first being unresolved passive force, the latter arbitrary force. To these reflections above am I indebted for a clue to my invention, the principal features of which will be seen in the following figure:—Upon the end of a railway waggon is placed horizontally a steam-engine cylinder of great diameter; on the bottom, or last end, is a steam chest, communicating with the interior of the cylinder through an opening in the bottom, which is closed by a valve like that of a pump, opening down the cylinder into the steam chest; on the piston head is a small block, or projection, of one inch thickness, so that when the piston head is pushed home to the bottom of the cylinder, the valve is opened; when the chest is filled with high steam, the valve is firmly closed. The waggon upon which the engine is placed advances upon another approaching waggon, with which the piston comes in contact, which falls back, and pushes open the valve. The waggons are withheld from contact by the intervening force of the steam, which puts them in rapid motion in opposite directions, whose force from inertia may be employed in winding up weights, or applied to rotary motion, which will be hereafter described.—*Dec. 19.* LEWIS KNAPP.

CORNWALL RAILWAY.

We are requested to give insertion to the following letter from John Peyster, Esq., of Boskenna, near Penzance, a magistrate of the county of Cornwall. Considerable weight must be attached to his opinion, as for some years he gave the most diligent attention to the subject, as an active and intelligent member of the committee of the Devon and Cornwall Railway.

THE CORNWALL RAILWAY.

TO THE EDITOR OF THE WEST BRITON.

SIR,—In a letter signed "CORNUBIENSIS," which appeared in your last Number, it is stated that I have withdrawn from the committee of the Southern line. This is true. I withdrew a considerable time before the new proposed Central Line was even suggested. My reasons for so doing were—that, having already attended three long meetings on the subject, and also having consulted those I believed I had done as much as could be expected from me, and that the further prosecution of the matter ought not to be left to those whose residences were remote to the place of meeting. I fully believe the south Line is as well and completely as could the wishes of the warmest friends. I am, Sir, your obedient servant,

JOHN PEYSTER.

Dec. 9.

We are also requested to add, that the Mayor of Falmouth has added his name to the provisional committee of the South Line.

CHRISTMAS DISCOVERY.—

—Every one has just been favoured in the neighbourhood of Bath with evidences of a miraculous assemble, differing in the conformation from all the species now known. These animals either crept with silent lumbering to the situations where they lodged. Those of the Bible have no great resemblance to either the animals of Australia or the animals seen in the Oregon. It would seem that, in the antediluvian ages, the Saints also had its peculiar species.

MINING IN THE EASTERN DISTRICT OF CORNWALL.

[FROM A CORRESPONDENT.]

WHEAL ST. CLEER.—The adventurers in this promising undertaking have recently purchased of the Liskeard Consols Company the engine, of 36-inch cylinder, with boilers, &c., for the sum of 720*l.* The contracts for building the engine house, smiths' and carpenters' shops, and other necessary erections, have been taken; and it is confidently hoped that the same spirit and energy that have hitherto characterised their proceedings will be maintained throughout, and that a profitable return will be the result. A meeting of the adventurers was held on Monday, the 9th inst., when a call of 5*l.* per 128th share was made, to meet the present expenditure.

HARROWBARROW CONSOLS.—It is reported, that a course of silver ore has been cut within the last few days, on rich, in the adit level, in Combe Valley, that it has been deemed necessary to secure the level by a trap-door, to prevent the predatory system so universally pursued by the operatives during the last working of Wheal Brothers and Wheal Sisters Mines. It is a well known fact, that whilst adventurers were precluded from possessing specimens from these mines, the most rare and valuable were to be purchased at the shops of the principal mineralogists in Cornwall, Devon, and London.

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBURN MINING COMPANY.

Dec. 16.—In the sump winze sinking below the 110 fathom level, and in the same level west of Hitchins's shaft, the ground is favourable; in the stopes in the back of this level, east and west of Michell's winze, the lode is fourteen inches wide, and worth 20*l.* per fathom; in the stopes, west of Lobb's winze, the lode is sixteen inches wide, and worth 25*l.* per fathom; in the south lode stopes, east and west of Goldsworthy's winze, the lode is one foot wide, and worth 12*l.* per fathom. In the 100 fathom level, west of Hitchins's shaft, the lode is still divided; the north part is nine inches wide, and worth 12*l.* per fathom; the south part is fifteen inches wide, and worth 25*l.* per fathom; in the eastern stopes, in the back of this level, the lode is fifteen inches wide, and worth 18*l.* per fathom; in the stopes, west of Hitchins's shaft, the lode is two feet wide, and worth 20*l.* per fathom; in the stopes, east of the south cross-cut, the lode is eighteen inches wide, and worth 26*l.* per fathom; in the stopes, east of Forest's winze, the lode is one foot wide, and worth 20*l.* per fathom; at this level, east of Wall's shaft, the lode is small and poor. In the ninety fathom level, west of Hitchins's shaft, the lode is six inches wide, producing stones of ore; in the stopes at Hitchins's shaft the lode is sixteen inches wide, and worth 20*l.* per fathom; in the stopes, east and west of Pearce's winze, the lode is fourteen inches wide, and worth 18*l.* per fathom; in the winze sinking below this level no lode has yet been taken down. In the winze sinking below the eighty fathom level, west of Hitchins's shaft, the lode is one foot wide, and worth 5*l.* per fathom; the lode in the rise, in the back of this level, is eight inches wide, producing good stones of ore. In the sixty-two fathom level, west of the great cross-course, the lode is fourteen inches wide, and worth 18*l.* per fathom. The pitches, on the whole, are turning out well.

T. RICHARDS.

WEST WHEAL JEWEL MINING ASSOCIATION.

Dec. 16.—The ground in Buckingham's shaft is much the same as when last reported. The 100 fathom level east, on Wheal Jewel lode, is eighteen inches wide, composed of spar, mundic, and stones of ore; the lode in the 100 fathom level, west on ditto, is small, but the ground is more favourable for driving. The lode in the eighty-five fathom level, east on ditto, is worth 14*l.* per fathom; the lode in the eighty-five fathom level, west on ditto, is divided into two parts, both of which are unproductive; in the winze sinking below this level, east of cross-cut, the lode is worth 18*l.* per fathom; the lode in the eighty-five fathom level, west on ditto, is one foot wide, composed of spar, mundic, and a little black ore; we have intersected the south branch at the eighty five cross-cut north, west of the cross-course, since our last; it is nine inches wide, composed of spar, peach, and a little yellow ore, and from its appearance we think it will produce ore. In the fifty-seven fathom level, east on Buckingham's lode, the lode is heaved by a cross-course south, and we are driving in that direction to find it. The lode in the thirty fathom level, east on Morcom's lode, is two feet wide, unproductive. The lode in Wilkinson's engine-shaft is three feet wide, still very promising for ore. No lode taken down in any other part of the mine since our last.

S. LEAN.

COOK'S KITCHEN MINE.

Dec. 14.—Flat-rod shaft is now down eight and a half fathoms under the sixty fathom level, and the ground continues easy; it is also rather more favourable in the cross-cut driving south from the eastern shaft. The pitch in the bottom of the sixty fathom level, at 6*s.* 6*d.* in the 1*l.*, is not looking so well as it was last week; but the men are getting good wages on that in the back, at 9*s.* in the 1*l.* In the 120 fathom level east, Rodry's lode has not been taken down for the week. The middle engine lode, on the seventy-two fathom level, west of the cross-cut, is two feet wide, but unproductive at present. Chapple's lode, in the 170 fathom level east, is five feet wide, worth 6*l.* per fathom for tin, and the ground favourable. In the cross-cut driving north at the ninety two fathom level the ground is still hard. Dunkin's lode, in the 170 fathom level west, is four feet wide, and still improving, being worth 9*l.* per fathom for tin; the ground is now very easy, and can be driven for 10*s.* per fathom. In the 160 fathom level west this lode is three feet wide, and worth 5*l.* per fathom. In the cross-cut driving north from Rogers's shaft the ground still continues favourable. In the shaft sinking on the counter the lode is two feet wide, worth 6*l.* per fathom for tin; the ground is very good, and will stand without timber in the shaft on the Druid lode. Our pitches on ore are not yet very productive, but those on tin are looking very well, and being worked with great spirit by the tributers.

A. KUDDY.

CONSOLIDATED TREVISE MINING COMPANY.

Dec. 16.—The lode in the rise, in the back of the sixty fathom level, west of Heywood's shaft, is fifteen inches wide, worth 5*l.* per fathom; price for rising, 4*l.* per fathom; the lode in the sixty fathom level, east of ditto, is two feet wide, worth 5*l.* per fathom; price for driving, 3*l.* 10*s.* per fathom—tributers not set, 8*s.* in the 1*l.*; the lode in the rise, in the back of the sixty fathom level, east of ditto, has not been taken down since last reported; price for rising, 5*l.* per fathom. The lode in the winze, sinking under the fifty fathom level, west of ditto, is one foot wide, worth 40*s.* per fathom; price for sinking, 4*l.* per fathom; the lode in the fifty fathom level, east of ditto, is twenty inches wide, worth 10*s.* per fathom; price for driving, 10*s.* per fathom—tributers not set, 10*s.* in the 1*l.* The lode in the forty fathom level, east of ditto, is eighteen inches wide, worth 4*l.* per fathom; price for driving, 10*s.* per fathom—tributers not set, 7*s.* 6*d.* in the 1*l.*; the lode in the rise, in the back of the forty fathom level, east of ditto, is eighteen inches wide, worth 5*l.* per fathom; price for rising, 45*s.* per fathom. We have stemptied this day eighty-one tons of ore.

H. WILLIAMS. J. MORCOM.

UPTON HILLS MINING COMPANY.

Dec. 13.—At the eighty, east of Williams's, the lode is three and a half feet wide, two feet on the north part ore of fair quality, and worth 12*l.* per fathom; ditto, west of ditto, the lode is four feet wide, producing but a small quantity of ore, and worth 6*l.* per fathom. At the seventy, east of eastern shaft, the lode is three feet wide, one foot on the north part producing ore of good quality, and worth 9*l.* per fathom; ditto, west of Hayward shaft, the lode is five feet wide, very throughout, coarse in quality, and worth 12*l.* per fathom. At the sixty, east of eastern shaft, the lode is two and a half feet wide, eighteen inches good ore, and worth 18*l.* per fathom; ditto, west of James's shaft, the lode is four and a half feet wide, producing but a small quantity of ore, and worth 6*l.* per fathom. At the stopes, back of the seventy fathom level, the lode is two and a half feet wide, ore of fair quality, and worth 12*l.* per fathom. At the winze under the fifty fathom level the lode is four and a half feet wide, three feet good ore, and worth 16*l.* per fathom. At the cross-cut south of the fifty fathom level, no alteration. At the thirty, east of eastern shaft, the lode is two and a half feet wide, producing a small quantity of good ore, and worth 6*l.* per fathom. At the ten, east of eastern shaft, the lode is two and a half feet wide, looking promising, but producing little ore. Wheal Spearoth, at the fifty, east of Gilmore's shaft, the lode is three and a half feet wide, with stones of ore; in the fifty, west of ditto, the lode is three and a half feet wide, rather improved since last reported, worth 4*l.* per fathom. In the forty, east of ditto, the lode is eighteen inches wide, producing some good ore, worth 8*l.* per fathom; in the forty, west of ditto, the lode is two feet wide, very throughout, of low quality, worth 4*l.* per fathom; in the winze, under the forty fathom level east, the lode is three feet wide, one foot ore of good quality, worth 7*l.* per fathom. In the thirty, east of Richards's shaft, the lode is three feet wide, one foot ore of good quality, worth 7*l.* per fathom. In the ten, west on Stanny's lode, the lode is eighteen inches wide, eight inches on the south part, producing ore, worth 6*l.* per fathom.—The thirty and forty-three levels east, in United Hills, could not be measured, in consequence of the bad air.

S. LANGDON. T. TREVARTHEN.

TRELAWNY CONSOLS MINING COMPANY.

Dec. 14.—At the sump winze, below the eighty, the lode is two and a half feet wide—nothing done. At Gordon's shaft, below the seventy, sinking in the quantity. At the seventy, west of Great Fortune, the lode is large—nothing done; ditto, east of ditto, the lode is three feet wide—nothing done. At the eighty, west of ditto, the lode is two and a half feet wide, and worth 15*l.* per fathom. At the winze below the fifty east the men are employed about other work—water too much for sinking; ditto west, the lode is two and a half feet wide, and worth 15*l.* per fathom. At the fifty, west of Symmons's, the lode is two feet wide, and worth 8*l.* per fathom. At the forty-four, east of ditto, the lode is two feet wide, and worth 8*l.* per fathom. At the rise above the forty-four west the lode is two feet wide, with stones of ore. At the winze below the twenty west the lode is three and a half feet wide, producing stones of ore; at the adit, west of ditto, the lode is two feet wide, very kindly, with ore, mundic, and copper.—Sampled 144 bags.

W. SPARGO.

PENGOOD UNITED MINING COMPANY.

Dec. 17.—At Wheal Margaret, the engine-shaft is 7 fms. 1 ft. below the fifty-eight fathom level, pressed more favourable for sinking. The lode in the fifty-eight fathom level east is improved in character and quality since last report, at present two and a half feet wide, composed of gossan, spar, and ore, yielding good tributing work; at this level west the lode continues productive, being worth 16*l.* per fathom. In the forty-seven fathom level west the lode is two and a half feet wide, and worth 12*l.* per fm.; the lode in Warne's winze, in the bottom of this level, is two feet wide, worth 18*l.* per fathom; and the lode in the eastern winze, sinking below this level, is twenty inches wide, worth 12*l.* per fathom; the lode in the stopes in the back of this level is two feet wide, and worth 25*l.* per fathom. In the thirty-five fathom level west the lode is two and a half feet wide, composed of gossan, spar, and ore; Seccombe's winze, in the bottom of this level, has been holed to the rise in the back of the forty-seven fathom level, throwing open much productive ground, and affording advantage for the working thereof. The lode in the deep adit level is without alteration.—At Ding Dong, no lode has been taken down in the twelve fathom level east since last report.—At Wheal Tavistock, the cutting down of Phillips's engine-shaft is proceeding satisfactorily, and we are all actively preparing machinery, conveniences, &c., for sinking under fine gossans and promising lode in this part of the concern. J. PHILLIPS.

WHEAL ST. ANDREW, IN GWITHIAN.

Camborne, Dec. 14.—The engine-shaft is now 7 fms. 1 ft. under the ninety fathom level; the ground is softer here than it has been, and of a character more favourable for containing copper ore. The sinking the middle shaft from the seventy-five fathom to the ninety fathom level has been recommenced, and a pair of men are also rising from the ninety fathom level east, so that in six weeks this shaft will be sunk to the ninety fathom level. A cross-cut is driving south from the fifty fathom level east, to cut a part of the lode, which stands entire, two fathoms behind the end of the seventy five fathom level. In the other levels and pitches there has been no change worth notice lately. The next sampling will be about 120 tons of low price copper ore, and some lead.

CALLINGTON MINING COMPANY.

Dec. 15.—At the north mine, in the eighty fathom level, driving south, the lode continues to yield good work for silver-lead ores. Rising in the back of the seventy fathom level the lode is worth 7*l.* per fathom; Kelly Bray lode in the west end, at this level, still continues divided in branches, producing stones of copper ore; the tributers working in both of this level, on the intersection of both lodes, have a branch of copper ore worth 10*l.* per fathom. The other levels continue much the same as for some time past, leaving tribute ground. At the south mine, in the ninety fathom level, driving north, the lode is worth 3*l.* per fathom. In the eighty fathom level north the lode is worth 8*l.* per fathom; in the south end it is worth 3*l.* per fathom. In the winze, sinking below the seventy fathom level, we are opening tribute ground. In the sixty fathom level the lode is producing silver-lead ores. Johnson's lode, in the fifty fathom level east, is sixteen inches big, interspersed with copper ores.

J. T. PHILLIPS.

GREAT WHEAL MARTHA CONSOLIDATED MINES.

Hatton Garden, Dec. 16.—In December of last year, I handed the then proprietors my report of the above mines, in which was stated the geological position, and prospects of success in depth indicated by the mineralised state of the lode on which the chief operations had been carried on. The unprecedented dry season in the past summer, has prevented the contemplated and essential operation of sinking, and delayed more important ore reserves; but work at and above the sixty fathom level has been carried on, and a discovery has been made, and put to work, in the eastern part of the set (now called the new mine), which promises to be of great value. In the sixty fathom level, at the old mine, we have discovered a new sheet of ore, which has produced about 100 tons, but from want of water power (owing to the drought) we have been unable, until within the last two months, to pronounce it in depth; we are now, however, driving the seventy fathom level, to get under the ore ground in the sixty; and also sinking to an eighty fathom level, at both which points the lode bears a mineralised character. We are likewise driving the sixty fathom level east, to get under the main sheet of ore, from which the large returns were made by the former owners, at the fifty fathom level alluded to in my report of December, 1843. Thus we are now carrying out the objects originally contemplated. At the new mine we have brought round the stream of water (after passing the pitch of the old or upper mine) to work a wheel for keeping the water at this point, and have sunk an engine-shaft more than twenty fathoms, and expect to take the lode in about three fathoms more in depth. A level has been driven at ten fathoms on the lode which, even at this depth, is of a most encouraging character, containing rich stones of yellow ore in a highly congenial and mineralised strata of killas. At my request, Captain John Prisco, of Callington, has inspected both the old and the new mine, and I have now the pleasure to hand you a detailed report from him, which, after careful examination, I beg to say agrees in every respect with my own observations both underground and at surface, and, therefore, renders it not essential for me to go in to those particulars which I otherwise should. The cost of machinery, materials, and labour for developing this new mine (not contemplated in the prospectus), to the end of September last, has been 971*l.* 19*s.*, and to the present time, about 1200*l.*; the expenditure, therefore, to this extent, has exceeded my former estimate. I consider, however, that the prospects of success there would fully justify an outlay of three or four times that amount. My residence in the neighbourhood for several months during this year has enabled me to complete the surface erections for carrying on the operations in the mines and at the dressing floors, and to watch the development of the lodes; and I have the pleasure to assure you, that the strictest attention has been given, so as to conduct the concern with due regard to economy consistent with the spirited prosecution of the works; and that my opinion that a continuance of operations will ultimately lead to profitable results, remains unaltered. I may add that an additional lead, with the view of supplying adequate water power in summer months, will be brought to the mine. P. N. JOHNSON.

[We shall give Capt. Prisco's report, alluded to in the foregoing, in an early Number.]

Dec. 14.—The engine-shaft is now sunk 3 fms. 3 ft. under the seventy, where the lode is five feet wide, composed of spar, mundic, and capel, impregnated with copper, and of a most kindly appearance. In the seventy fathom level west the lode is just as last reported, being five feet wide, composed of mundic, spar, capel, and copper. In the sixty fathom level east the lode is about one foot wide, composed of mundic and capel. The cross-course at the forty is driven 14 fms. 1 ft.—At the new mine, owing to the great influx of water in Thomas's shaft, we are at present prevented from sinking any deeper, and the men are now driving to intersect the lode at the twenty-five fathom level east the lode is four feet wide, composed of mundic, spar, and copper; in the said level west the lode is five feet wide, composed of mundic, with good stones of copper. The deep adit is now driven about forty-one fathoms, where we have to-day intersected a lode about eighteen inches wide, composed of gossan, spar, mundic, and black oxide of copper, of good quality; we intend to put the men to drive a few fathoms on it east and west, to ascertain more fully its bearing and quality, after which I will be enabled to report thereon more fully.

T. PENALUNA.

CORNUBIAN MINING COMPANY.

Dec. 16.—Murray's engine-shaft continues sinking, without alteration, either in ground or lode, different from what has been reported for several weeks past. In the cross-cut west of said shaft, at the seventy-eight fathom level, we have intersected the north lode, which is two feet big, composed of spar and mundic; the cautcross cross cut at this level is passing through branches of lead, with rather hard and wet ground, having the lode still before us; the counter lode at this level is much the same as stated in last week's report. The tributers working over in the bottom of the seventy fathom level are working well, and have prospects of raising fair quantities of ore.—At Vectongloss, we are obliged to give up sinking Hoskin's shaft below the eighteen fathom level, in consequence of meeting with an increase of water, which proved sufficient to keep the mine constantly drawing off water only. We are now going to attempt to sink a winze on the course of the lode, from the eighteen fathom level, as every fathom way, and is likely to, throw fresh light on this new part of the mine. The lode in the eighteen fathom level going west is large, and yielding a little lead.

E. ROWE.

PLYMOUTH AND DARTMOOR MINING COMPANY.

Wheal Lopes, Dec. 14.—Out of the six shafts which have been sunk in this mine, four have been for some years abandoned, and the whole efforts of the company in depth confined to sinking the two main shafts, known as the New Engine Shaft, which is near the centre of the mine, and Sweetapple's Shaft, which is in the eastern part. The former has been sunk to the sixty-two fathom level, and is at present idle; and the latter, which is still sinking, is about three fathoms under the seventy-three fathom level, and here there has been recently a very favourable change, the ground having become much softer and easier to sink than heretofore, and produced good stones of ore. The shallow levels have been extended upwards of one fathom from east to west on the course of the lode, which is large and regular, and composed of gossan and spar on the western part, spar and capel in the centre, and gossan in the eastern part. About 1600*l.* worth of ore has been raised in the western part of the mine, above the twenty-six fathom level, under which no level has been driven. In the eastern part of the mine, the gossan has been driven to the seventy-three fathom level; the ore, when discovered in this part of the mine, in the sixty fathom level, extended about three fathoms—and in the fifty, seven—in the sixty two fathom level, upwards of eighteen fathoms long—and the same sheet of ore has been discovered in the seventy two fathom level, but not driven through, owing to the abundance of water, which has very greatly retarded the work, and to the hardness of the ground, in both of which respects there is no improvement here. About five fathoms a level of the seventy three fathom level a winze has been sunk from the sixty two fathom level to the depth of about four feet, in the bottom of which is a good sparing of ore. The ore has changed from a black ochre to the yellow, to a pulse sulphuret in the deeper levels. Thus, the eastern part of the mine has produced upwards of 3,500*l.* worth of ore, chiefly in the gossan. The sixty-two fathom level is now driving west from the new engine-shaft, and it is expected that the lode will within the next fortnight be cut; the extension of this level will explore the western part of the mine (which, as before stated, produced considerable quantities of ore in the shallow levels) at a depth from the surface of upwards of 170 fathoms. A cross-cut south from the seventy-three fathom level has been commenced, with the expectation of cutting a south lode.—*Plymouth and Devonport Journal.*

FOREIGN MINES.

ANGLO-MEXICAN MINING COMPANY.

Guanaxuato, Oct. 28.—The mine of Asunción gave much about the same as the previous month, as it did the month before, for though it gave more cargo, the lay of the ordinary ore has been lower, and compensated by the class of rich ore; the extraction of which has been small, still the lay of the ore is not so low as represented by the assays lately, because the tortas in all the haciendas are taking up more quicksilver than indicated by the assay, and several tortas already washed have given from 1 mc. to 2 mcs. per montón, more than this guide led us to expect. This defect in the assays is owing to a change in the assayer, the former party being incapacitated by an accident. The produce of the mine in the five weeks ending 15th inst. amounts to 4218 cs., averaging 843 cargas per week, and the stock of ore on hand at the mine and haciendas was at that date 3014 cs.; the extraction of the last of the five weeks was 1032 cs.—the largest yet given by the mine. The points worked for ore have been the pozo Colorado, and contrabrazo of Buen Success, and the pozos of La Palma, San Casimiro, and San Pablo. In the pozo of Buen Success the ore has been abundant, and a good average lay, with occasionally some fine rich stones. The contrabrazo having declined, was worked one week only, in poor ore; the contrabrazo was commenced the week before last, and has given abundance of good ore, better than that of the pozo, but being only a small piney of grouped, will soon communicate with the old working above. The pozo of La Palma has given ore of the richest class, but the bend is narrow and variable, making the quantity extracted small; it has latterly been improving, but this improvement will be of short duration, as the pozo will soon communicate with the pozo of San Casimiro, which is below it on the same class of ore, but more scanty to produce. In the last two weeks the pozo has been resumed at San Pablo, and gives some good ordinary ore. The south-east level of San Pablo was worked three weeks, and then suspended, as affording no longer any prospect of finding a continuation of the rich ore of the pipe of San Pablo; the north-west level has entered into the clave of Buen Success, and shows it to continue downwards with the same character as in the pozo above. In the level of Yanonos the vein hardened, making the progress less, which was only 12½ varas; the vein continues without ore, but no promising as ever. Sirena is looking better in its level of Santiago, the end of which on Saturday last gave some stones, which assayed at 9 mcs. The four haciendas have been fully employed on Asunción and Rayas ores. The former estimate, which I have the pleasure to hand to the board on the present occasion, shows a surplus over all liabilities of 47,110,32*l.*

MINING IN DERBYSHIRE.—It is gratifying to learn, that further speculations in the lead mining business in the Peak have just emerged from contemplation to actual commencement. The Watergroove Mine, Ryam, greatly celebrated for its mineral riches, will eventually be relieved from water, by a sough or level, which will branch off from the Monyash sough, Middleton Dale—an expedient which will undoubtedly require considerable outlay; still, there is more than a probable prospect of great profits being thereby eventually realised. The proprietors of this mine are greatly commendable for their enterprise.—*Derbyshire Reporter.*

WHEAL PROVIDENCE.—A dividend of 5*l.* per share has been declared, payable on the 30th instant.

PLYMOUTH IRON-WORKS.—A rolling-mill, to be worked by steam, is in course of erection at the above works, near Merthyr. The engine will also pump back the water used as the motive-power to the adjoining mill, to pass over its magnificent water-wheel a second time. This arrangement will obviate the inconvenience arising from a protracted supply of water to which these works have hitherto been subject.

CYFARTHFA IRON-WORKS.—We announced, in our last, the sale of these works, and the improved prices obtained for most of the lots. The late company, it appears, were among those unfortunate enterprising persons who speculated largely shortly before the late trade stagnation. In the year 1839 they procured a lease of the minerals in Cyfarthfa estate from his Grace the Duke of Portland, and erected wherein to erect works. Abundance of minerals were ascertained to be on the estate, but after working part a deficiency was feared. No black band ironstone could be found. Abundance of clay ironstone of superior quality was found, in beds of from four inches to fourteen inches in thickness, running through the estate. Little of it, however, could be wrought open cast, and mining, of course, was the result, which was carried on at an incredible expense. The coal fields were extensive, and of superior quality for smelting iron, but the limestone was inferior; and the limestone used in smelting, which was excellent in quality, was brought from the estate of the Marquis of Hastings. It was apparent to all, from the large amount of capital expended in the erection of the works, and from many parts, after being built superficially, requiring to be taken down and built more substantially, that the speculation was not likely to be conducted to success. After a great many enormously unremunerative obstacles had been overcome, small quantities of defective iron were produced, which, from its hard nature, did not suit the Scottish market, and was accordingly regularly exported to Liverpool, where a market was found—but at a low figure, not even commensurate with the expense incurred in its production. Of course, this could not last a length of time. Two furnaces were kept constantly smelting iron, producing, on an average, twenty tons of iron every twenty four hours, at a loss of 10*s.* per ton, or 20*l.* sterling, daily. The company became involved in debt, and bankruptcy followed. Part of the estate was repurchased by the commissioners of his Grace the Duke of Portland, and sold as shares, and the remainder was sold for behoof of the other creditors, whose claims amount to about 16,000*l.*

HARFORD, DAVIES, AND CO.'S BANKRUPTCY (OF BRISTOL).—In addition to the first dividend of 12*s.* 6*d.* in the 1*l.*, which was paid within two months from the failure to all the creditors under this insolvent bankruptcy, a further dividend of 10*s.* in the 1*l.* was declared on Friday. The private estate of Mr. John Harford (who belongs to the Society of Friends) will pay 20*s.* in the 1*l.*, and leave a surplus to carry to the joint estate towards another dividend. Had the iron works not been carried on at the time of the bankruptcy (and most judiciously progressed in by the assignees), the creditors could not have hoped to have realised anything like so large a dividend.

IRON-WORKS IN GLAMORGANSHIRE.—It is said that Alf. Thompson is about to take the iron-works near Kidwelly, now vacant, and that when the South Wales Railway shall have been perfected, it is more than probable that the neighbourhood of Kidwelly and Pembrey will become a second Merthyr.—*Welshman.*

CWM COLPN AND BLAINA IRON-WORKS.—On Tuesday, the 10th inst., a very costly and superb breakfast and tea service, of the style of Louis the XIVth, together with a handsome salver—the whole of the value of 100*l.*—was presented, at the large room of the Greyhound Inn, Newport, to Mr. James Brown. On the salver was engraved as follows:—"This salver, together with a breakfast and tea service, is presented to Mr. JAMES BROWN, on the occasion of his leaving Cwm Colpn and Blaina Iron-Works, after a residence of twenty-five years, by his friends and late workmen, as a good neighbour, a kind hearted and benevolent master. Dec. 10th, 1844."—The number of subscribers thereto were nearly 600, many of whom were present on the interesting occasion. A worthy man, of well known literary requirements, named Mr. Thomas Watkins (Gohel Idris), in an admirable and animated speech, presented the gift, and in a feeling manner expressed the universal regret of Mr. Brown's leaving them.—Mr. Wilson (surgeon) then addressed the meeting, when Mr. Brown replied—we must say, in a manner lacking for want of his usual energy, which we attribute to the extreme embarrassment inseparable from so interesting, yet painful, a position. After-wards a very large party sat down to an excellent supper at the Welsh Iron-Works; and, although Mr. Brown had to drive to Merthyr, for the sake of others near the following morning, we understand the majority of the company did not part until they saw their old friend and benefactor safely started.

SHOTTS IRON-WORKS.—A large and most respectable company of gentlemen lately gave a public dinner to John and Charles Baird, Esqrs., of Shotts Iron Works, both of whom are on the eve of departure from that establishment—the former renewable preference partnership commencing, after a most efficient management of the works for forty three years, and the latter, in consequence of an important appointment in the capital of the Russian Empire. A great many of the most influential proprietors of the neighbourhood honoured the meeting with their presence.—*Glasgow Argus.*

MINE ACCIDENTS.

New Colliery, Llanelly.—*J. Phillips* was killed by the damp.

Penycraig Colliery, Llangynwyd.—An explosion took place here by which four men were killed—*J. Morgan, J. Mansfield, M. Fisher,* and *T. Powell.* In the *Journal* of last week we announced the death of Morgan's father, by a fall of coal, at the same colliery, the property of the Dowlais Coal Company.

Sandridge.—Thy man was dreadfully burned by fire damp, while inspecting Mr. Edmonds's Colliery.

Darlington.—While *W. Hopper* was employed at Stanley Butterhaugh "hewing," he unfortunately spilling a "spung," when a quantity of coal fell and killed him.—*H. Waller* aided the fitting, from the effects of fired, when about to mount to work in a pit at Bensonside, and was precipitated to the bottom and killed.

PUBLIC COMPANIES.

MEETINGS.

MONDAY.—Southampton Dock Company, at One.—Dublin Steam Navigation, at One.
TUESDAY.—Caledonian Junction Railway, at Twelve.

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Geographical	5, Waterloo place	Monday	8½ P.M.
Medical	Bolt court, Fleet street	Monday	8 P.M.
Zoological	Hanover square	Tuesday	8½ P.M.
Pharmaceutical	17, Bloomsbury square	Wednesday	8 P.M.

CURRENT PRICES OF STOCKS AND SHARES.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.

Consols Money, —
Consols Account, 100¼ ⅝
3½ per Cents., 102¼ ⅝
Reduced 3 per Cents., 100¼ ⅝
Long Annuities, 11 1-16 ⅛
Bank Stock, 208 0
Exchequer Bills, 1d to par.
India Bonds, 5 per Ct., 101¼ ½
Exchq. 5 per Cts., 99 ½

Dutch, 2½ per Cent., 62½ 63
2½ Ditto, 4 per Cent., 97 8
Portuguese, Cons., 5 per Cent., 37½ 38
Russian, 5 per Cent., 113½ 114
Spanish, Actives, 5 per Cent., 20½ ¾
Ditto, 3 per Cent., 27½ 0
Chili, 6 per Cent., 99 100
Colombian, 6 per Cent., 14½ ¾
Mexican, 5 per Cent., 26½ ¾

PROVISORY LISTS.—An account of the average aggregate amount of provisory orders, accepted to secure an advance, which have been in circulation by authority during the week ending the 7th day of December, 1844:—ENGLAND: Charter, during the time or also ending the 7th day of December, 1844:—SCOTLAND: Chartered banks, private and joint stock banks, £000,000:—IRELAND: Bank of Ireland, banks, private and joint stock banks, £000,000:—Total, £0,000,000.

H. L. WICKHAM.
Bank and Stock Brokers, Dec. 13.

BANK OF ENGLAND.—An account, pursuant to the Act 7 and 8 Vic., cap. 32, of the week ending on Saturday, Dec. 14, 1844:—

ISSUE DEPARTMENT.

		£30,000,751
Notes issued	£31,818,100	
Government debt	11,015,100	
Other securities	9,984,900	
Gold coin and bullion	10,018,000	
Silver in the	1,982,751	£30,000,751

BANKING DEPARTMENT.

Proprietors' capital	£14,553,000	
Rest	3,101,000	
Public deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts)	6,303,854	
Other deposits	9,991,189	
Seven days and other bills	204,174	
		£33,413,000
Government securities (including dead weight annuity)	£13,103,013	
Other securities	10,325,134	
Notes	8,745,560	
Gold and silver coin	239,293	£33,413,000

H. MARSHALL, Chief Cashier.
Bank of Issue, Dec. 19.

The price of gold at Paris is 12 per mille, which, at the English Mint price of 3d. 17s. 10½d. per ounce for standard gold, gives an exchange of 12 40, and the average of Par on London at short being 25 21, it follows that gold is 0·40 per cent. cheaper in London than in Paris.

By advices from Hamburgh the price of gold is 434 per mark, which, at the English Mint price of 3d. 17s. 10½d. per ounce for standard gold, gives an exchange of 13 29, and the exchange at Hamburgh on London at short being 13 32, it follows that gold is 0·30 per cent. dearer in London than in Hamburgh.

The course of exchange at New York on London is 109½ per cent., and the par of exchange between England and America being 109 32 per cent., it follows that exchange between England and America being 109 32 per cent., it follows that the exchange is 0·40 per cent. in favour of England; but the quoted exchange at New York being for bills at sixty days' sight, the interest must be added to the above difference.

[From our own correspondents.]

LAYING PRICES OF IRISH STOCKS.—5 per Cent. Consols, 100¼ to 100⅝; 3½ Stock, 102¼; Stock Bank, 208; —; 24 per Cent. Reduced, 99¾; Bank Stock, —; —; Kingstown Railway, 8½; Dublin and Drogheda, 72; —; Dublin and Belfast Junction, 50; —; Dublin and Kingstown, 8½; —; Hibernian Bank, —; —; Royal Bank, 42½; National Bank, 95; —; City of Dublin Steam Co., 105½; —; Stock, 100; 99½; British and Irish Steam, 31½; —; Steam Ship Building Company, 95½; —; National Insurance Company, 80; —; Patriotic, 15½; —; Mining Company of Ireland, 1½; Wicklow Copper Mines, 12½.

CURRENT PRICES AT LIVERPOOL—FRIDAY EVENING.

Stock.	Closing pr.	Sales.
Aberdeen	97½	—
Ancaster Junction	8	—
Belfast & Ballymena	5	—
Blackburn & Accrington	7	9
Blackburn & Preston	7	9
Bridgewater, Warrington, &c.	6	—
Bristol & Gloucester	98	99
Bristol and Exeter	70	—
Bristol & Gloucester	98½	99
Caledonian	8	—
Cambridge & Lincoln	8	10
Chester & Birkenhead	11	—
Chester & Holyhead	11	0
Clarence	10	—
Cornwall Railway	10	—
Dundee and Perth	10	—
Eastern Counties	11½	11½
Edinburgh & Glasgow	82	—
Edinburgh & Northern	8	—
Edinburgh & Perth	8	—
Edinburgh & Dalkeith	8	—
Eric and Scottish	8	—
Glasgow & Ayr	11	—
Glasgow & Greenock	11	—
Glasgow & Paisley	10	0
Glasgow & Southern	10	—
Great Western	70	—
Hull and Selby	90	—
Lancaster & Carlisle	10	—
Leeds and Bradford	70	—
Leeds and Dewsbury	8	—
Leeds and Thirsk	10	—
Liverpool & Preston	7	—
Liverpool & Manchester	120	122
London & Blackwall	10	—
London and Brighton	85	—
London and Croydon	10	—

Stock.	Closing pr.	Sales.
London and Greenwich	10½	—
London & Portsmouth	74	—
London and Southampton	61	61
London and York	41	41½ 42
Lynn and Ely	71	—
Manch. & Birmingham 1½ pd.	85½	86
Manch., Bolton, & Bury 100	102	—
Manch. & Leeds	74	75
Manch. & Sheffield	74	—
Manchester & Birmingham	8	—
Manchester & Leeds	100	100½
Midland Great Western	10	—
Midland Share	11½	11½
Montrose & Arbroath	7	—
Newcastle & Berwick	45	45½
Newcastle & Carlisle	45	—
Newcastle & Darlington	10	—
North British	7	—
North Eastern	10	—
Northern & Eastern	10	—
Scottish Central	10	—
Scottish Midland Junction	8	—
Shrewsbury & Birmingham	10	—
Shrewsbury & Chester	10	—
Shrewsbury & Hereford	10	—
Shrewsbury & Shropshire	10	—
South Eastern	10	—
South Wales	8	—
South Wales Mineral	8	—
South Wales, Stock & Bds	100	100½ 7
Stockton & Darlington	97	98
Sunderland & Durham	10	—
Taff Vale	10	—
Ulverston & Lancaster	10	—
Vale of Neath	10	—
Warwick & Birmingham	10	—
Warwick & Leamington	10	—
Warwick & Stratford	10	—
Wilts and Berks	10	—
Worcester & Birmingham	10	—
Worcester & Hereford	10	—
Yarmouth & Norwich	10	—
York and Berwick	10	—
York and North Midland	10	—
Yorkshire	10	—

18, Castle street and Stock Exchange, Liverpool.

JOHN GORAYEB.

LEEDS, Tuesday.—The most attentive observer of what we venture to write as a matter of opinion, must have noticed the daily turn which we have taken in keeping for the last month—viz., the advancing value that the 4½ per cent Stock would reach before the close of the year, a rising direction necessary of traffic that would be shown by the returns, as compared with those corresponding with the year 1843. Of the half-dozen railways to which we alluded just a month ago as being certain to pay dividends at the time intimated points, four of them had realised that happy fact; and now we may safely add the other two—viz., Manchester and Leeds, and Manchester and Sheffield Junction, which the Leeds and Bradford Stock shows quantity that we add the Midland Counties